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SAN FRANCISCO
GENERAL PLAN

MARKET & OCTAVIA

AN AREA PLAN OF THE GENERAL PLAN OF
THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PLANNING DEPARTMENT

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Market & Octavia Initiation Packet Contents

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PLANNING DEPARTMENT
City and County of San Francisco • 1660 Mission Street, Suite 500 •
San Francisco, California • 94103-2414

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EXECUTIVE SUMMARY

For Hearing on 9/28/2006

Project Name: Initiating Amendments to the General Plan, Planning Code and Zoning Map to implement the Market and Octavia Neighborhood Plan

Case Numbers:
2003.0347EE CEQA Findings
2003.0347M Initiating Amendments to the General Plan
2003.0347T Initiating Amendments to the Planning Code
2003.0347Z Initiating Amendments to the Zoning Map

Case Planners: AnMarie Rodgers, Plan Manager 558-6395, Kearstin Dischinger, Stephen Shotland, and Aksel Olsen

Reviewed By: John Billovits, 415.558.6390

Report Format

This report addresses the proposed initiation of amendments to the General Plan, Planning Code and Zoning Map to implement the Market and Octavia Neighborhood Plan. The report provides background information about the project and includes staff reports, draft Commission Resolutions and draft Ordinances required to adopt these amendments as listed in the attached documents.

Background Information

The Market and Octavia Neighborhood Plan contains proposed for changes to controls for land use, height, bulk, building design, parking and loading, open space, rear yards, and other standards from those currently established by the General Plan, Planning Code and Zoning Map. The Planning Department therefore proposes to amend the General Plan, Planning Code and Zoning Map to implement the Market and Octavia Neighborhood Plan.

Starting in 2000, the Planning Department initiated a public planning process, the Better Neighborhoods Program, which developed a series of policies and proposals including those for land use, height, bulk, building design, density, transportation, and parking in the Market and Octavia area. This program as described in "The Market and Octavia Neighborhood Plan: Draft for Public Review," was published by the Planning Department in December 2002. Subsequent revisions are recorded in the "Market and Octavia Plan Revisions" published in 2006, all preceding revisions are captured in this final document. The Draft Plan together with the Plan Revisions provide a comprehensive set of policies and implementation programming to realize the vision for the Market and Octavia plan area.

Implementation of the Market and Octavia Neighborhood Plan requires the adoption of amendments to the General Plan and the Planning Code. Adoption of the Market and Octavia Area Plan into the General Plan incorporates plan policies into the city's vision for the area. The policies will be used as a framework for policy decisions in the plan area. Amendments to the Planning Code change the controls that regulate land use and building form. Planning Code changes initiate implementation programming such as establishing impact fees associated with new development and Plan Area monitoring.

Pursuant to Planning Code Section 340, proposed amendments to the General Plan can be initiated by a Resolution of Intention by the Planning Commission. Planning Code Section 302 provides for amendments to the Planning Code and the Zoning Map by Planning Commission adoption of a Resolution of Intention to amend the Code. If the Planning Commission approves the draft Resolutions of Intention, it would subsequently schedule and hold a public hearing on the proposed amendments to the General Plan, Planning Code and Zoning Map.

Area Location:

The Plan encompasses an irregularly shaped area in northeast San Francisco. It extends two to three blocks in width along Market Street for ten blocks and extends north along the former Central Freeway alignment at Octavia Street for ten blocks. Along Market Street, the Plan Area boundaries extend from 11th and Larkin Streets in the east to Noe and Scott Streets in the west. The boundary jogs north along Noe Street, Duboce Avenue, Scott Street, Waller Street, Webster Street, Oak Street, Buchanan Street, and Grove Street; continues north along the former Central Freeway alignment to Turk Street between Laguna and Franklin Streets; and east of Franklin Street jogs south to Grove and Larkin Streets. The Project Area boundary extends south of Market Street between 10th and 11th Street to Howard Street. Extending west along Howard Street, the Project Area boundaries jog along Division, Mission, Fourteenth, Guerrero, and Sixteenth Streets. The Area Plan boundaries are shown in Figure 1

Requested Commission Action

Three actions are proposed. They include approving resolutions initiating amendments to the General Plan, Planning Code, and Zoning Map.

1. Proposed General Plan Amendment: 2003.0347M

Proposed amendments to the General Plan seek to protect much of the existing neighborhood character, build on the existing strengths and ensure a mix of housing opportunities including mid-rise and high-rise residential development at the Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue intersections, with clear standards for ground floor uses, parking and loading, building height and bulk that together will ensure a safe and attractive neighborhood environment, promote use of a variety of travel modes and develop a system of public improvements. Proposed amendments to the General Plan, include adding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Plan. The proposed amendments are described in Exhibit M-1. A draft Resolution of Intention to initiate General Plan amendment is included in Exhibit M-2, and a draft Board of Supervisor's ordinance included as Exhibit M-3.

2. Proposed Planning Code Amendment: 2003.0347T

Proposed amendments to the Planning Code seek to implement the General Plan Amendments and establish specific standards and procedures to ensure success of the Plan's goals. Additionally, a system for public improvement fees and a monitoring program will be established with this proposal. Proposed amendments to the Planning Code include revisions to the Planning Code adding Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.27, 261.1, 263.18, 326-326.8, 341, 731, 731.1, 732, 732.1 and by amending Planning Code Sections 102.5, 121.1, 121.2, 124, 132, 134, 135, 144, 145.1, 145.4, 151.1, 152, 153, 154, 155, 156, 166, 167, 201, 207.4, 208, 209.1-209.9, 234.2, 253, 270, 303, 304, 311, 316, 603, 606 702.1, and 720.1. The proposed amendments are described in Attachment T-1; a Draft Resolution is included as T-2, and Proposed Board of Supervisors' Ordinance included as Exhibit T-3.

3. Proposed Zoning Map Amendment: 2003.0347Z

The proposed Zoning Map Amendment establishes the boundaries for the new zoning and height districts. Generally existing neighborhood commercial districts will become "neighborhood commercial-transit" districts, the residential districts will become "residential transit-oriented" districts and a new special use district, for "downtown residential" uses will be established to enable the creation of a new residential district in SoMa West. The new height districts will generally reduce heights in the residential areas to 40-feet and concentrate height increases in the SoMa West district and along the Market Street corridor. Staff recommends adoption of a draft Resolution of Intention to initiate amendments to the Zoning Map of the Planning Code, Including amendments to Sectional Maps 2 and 2H, 7 and 7H, and Maps 2SU and 7SU of the Zoning Map of the City and County of San Francisco. The amendments to the Zoning Map would establish three new zoning districts in the Market and Octavia Plan Area and revise height and bulk districts in the Plan Area. These companion amendments are consistent with the Planning Code amendments. The proposed amendments are described in Attachment Z-1; a Draft Resolution is included as Z-2, and a draft

Board of Supervisors' Ordinance included as Exhibit Z-3

Environmental Review Status: 2003.0347E
The Planning Commission will consider certification of the Market and Octavia Neighborhood Plan Environmental Impact Report and consider adopting CEQA Findings prior to taking action to adopt the proposed amendments. Planning Code Section 101.1(b) Priority Policies are included in the draft resolutions attached to this staff report.

Issues and Other Considerations
The San Francisco Charter and Planning Code allow the Planning Commission to initiate amendments to the General Plan, Planning Code and Zoning Map by adopting Resolutions of Intention to initiate proposed amendments. Issues are discussed in the individual staff report for each case. Should the Planning Commission adopt a resolution of intent to initiate amendments to the General Plan, Planning Code and/or Zoning Map, it will provide public notice and schedule public hearing(s) to consider the actions at a regular meeting of the Planning Commission.

Public Comment
Since the Better Neighborhoods process started in 2000, the Department has held numerous public meetings, and has briefed the Planning Commission and other public bodies and neighborhood organizations. A list of public meetings and efforts held to elicit public comment is included in Exhibit A-2. While some community members have taken issue with details of the Plan, overall, neighborhood residents, property owners, and neighborhood organizations located in and close to the project area have expressed significant support for the Plan.

Basis for Recommendation
Much of the existing neighborhood fabric in the Market and Octavia Neighborhood was built in a transit-oriented manner. The neighborhood has had a healthy mix of neighborhood services within walking distance of housing, a substantial investment in transit infrastructure, with most of the private development being oriented towards housing people. Over the past 60 years, the imposition of large infrastructure and redevelopment projects have deeply scarred the area's physical fabric. In addition, the Planning Code has more recently required new development to provide ample space for car parking even if it has ultimately led to less space for housing. This has resulted in a degradation of the pedestrian realm and a loss of potential housing units. The Market and Octavia Plan seeks to address these issues by holistically examining the relationship between land use, transportation and creating whole neighborhoods. The Plan proposes to no longer require parking, to change the density controls for housing, and to encourage a built environment that supports all travel modes.

In this way the Plan, supports the General Plan's vision of building where growth can be accommodated by transit and services, encouraging public transit use over trips by private automobile, and where housing opportunities can be increased adjacent to the downtown area. Anti-demolition policies, lot size limits, building frontage controls, unit size and unit mix protections, alley height controls, are all meant to protect the historic character of the Plan Area and ensure new development is complimentary to the "fragile virtues" the community identified as important to neighborhood character. Key to the plan's success are a number of pedestrian, transit, traffic-calming, open space and other public improvements. A comprehensive program of new public infrastructure is necessary to provide these improvements to the area's growing population. The Market and Octavia Community Improvements Fund and Community Infrastructure Impact Fee will create the necessary financial mechanism to fund these improvements in proportion to the need generate by new development.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be gauged relative to benchmarks. If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure.

The Plan consists of the following key components:
The proposed General Plan, Planning Code and Zoning Map amendments would establish planning and land use controls that would protect the existing character of the Market and Octavia neighborhood, encourage a mix of housing types, and establish standards for ground floor uses, parking and loading, building height and bulk and would reinforce efforts to provide a safe and attractive neighborhood environment. The actions would also approve a plan for public improvements that includes neighborhood parks, streetscape improvements and open space. The new Planning controls would also enable the City to establish an implementation program, which would provide mechanisms to leverage funding for public improvements from new private development, existing revenue streams, and innovative community strategies.

Recommendation

Staff recommends adoption of the draft Resolutions of Intention to initiate proposed (1) amendments to the General Plan; (2) amendments to the Planning Code; and (3) amendments to the Zoning Map to implement the Market and Octavia Neighborhood Plan. This packet includes staff reports, draft resolutions and draft ordinances for Planning Commission consideration on each of the related cases.

Attachments

Exhibit A-1	Figure - Project Location and Boundaries
Exhibit A-2	List of Public meetings and outreach
Exhibit M-1	Planning Department Staff Report Initiating General Plan Amendments (Case 2003.0347M)
Exhibit M-2	Draft Planning Commission Resolution Initiating General Plan Amendments
Exhibit M-3	Draft Board of Supervisors Ordinance - General Plan Amendments
Exhibit T-1	Planning Department Staff Report Initiating Planning Code Amendments

	(Case 2003.0347T)
Exhibit T-2	Draft Planning Commission Resolution Initiating Planning Code Amendments
Exhibit T-3	Draft Board of Supervisors Ordinance – Planning Code Amendments
Exhibit Z-1	Planning Department Staff Report Initiating Zoning Map Amendments (Case 2003.0347Z)
Exhibit Z-2	Draft Planning Commission Resolution Initiating Planning Code (Zoning Map) Amendments
Exhibit Z-3	Proposed Board of Supervisors Ordinance – Planning Code (Zoning Map) Amendments

Exhibit A-1 Figure - Project Location and Boundaries

Project Location and Boundaries

Exhibit A-1

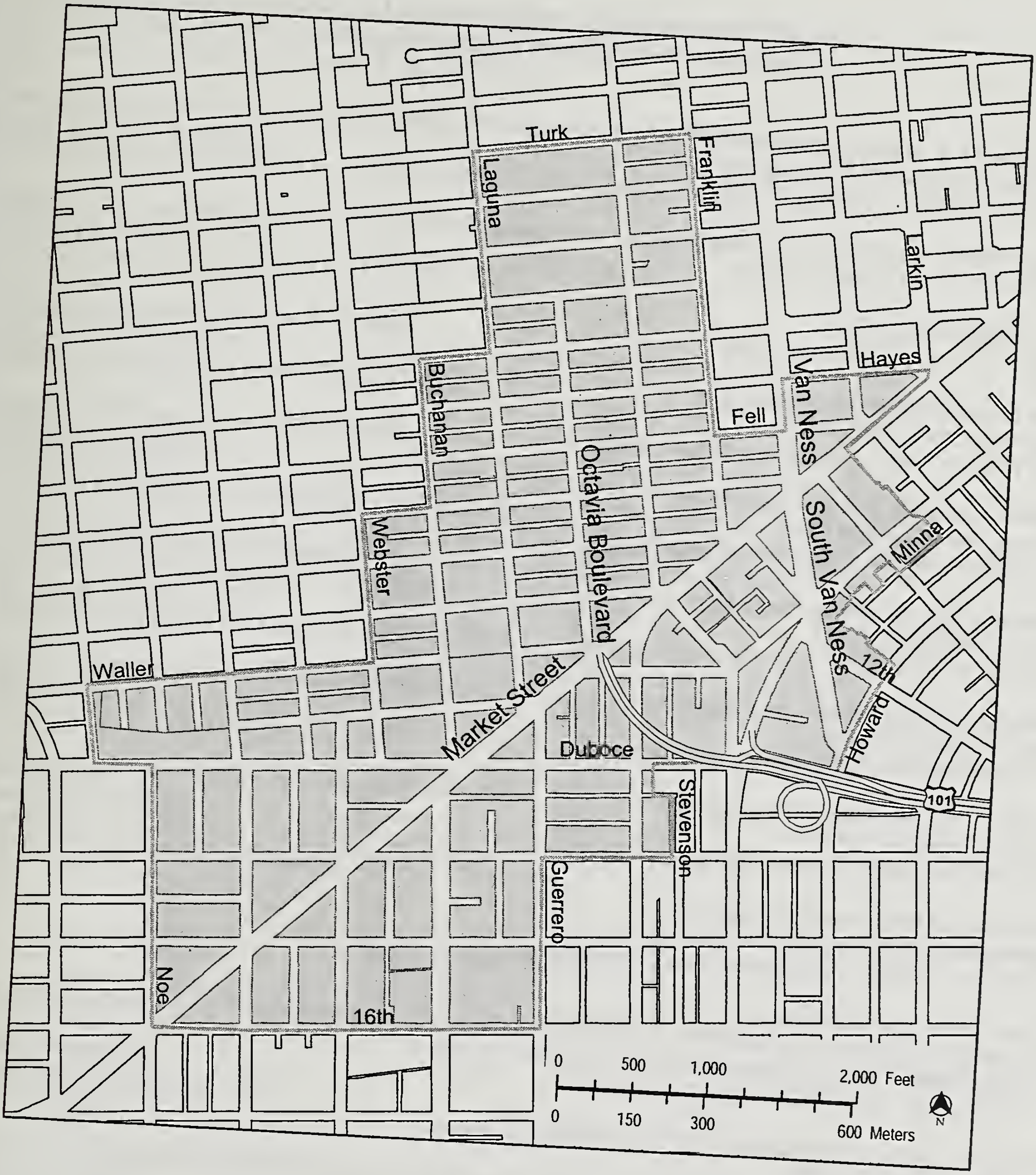

Turk
Laguna
Franklin
Larkin
Hayes
Fell
Van Ness
Buchanan
Octavia Boulevard
South Van Ness
Webster
Minna
12th
Waller
Market Street
Duboce
Howard
101
Stevenson
Guerrero
Noe
16th
0
500
1,000
2,000 Feet
0
150
300
600 Meters
N

Exhibit A – 2 List of Public Meetings and Outreach

List of Public Meetings, Workshops and Outreach
The Market and Octavia Neighborhood Plan

What Makes a Great Neighborhood - Workshop One
Tuesday, May 2, 2000, 6:00 – 8:00pm
First Baptist Church, Octavia and Market Streets

Upper Market and Octavia Walking Tour
Wednesday, June 7, 2000, 6:00pm

Upper Market Bus Tour
Saturday, June 17, 2000, 10:30 AM

Market and Octavia Workshop Two
August 22, 2000, 6:00 PM
First Baptist Church, Octavia and Market Streets

Market and Octavia Workshop Three
January 18, 2001, 6:00 PM
First Baptist Church, Octavia and Market Streets

Central Freeway Parcel - Meeting 1
March 1, 2001, 6:30 PM
First Baptist Church, Octavia and Market Streets

Central Freeway Parcel - Meeting 2
April 26, 2001, 6:30 PM
First Baptist Church, Octavia and Market Streets

Central Freeway Parcel - Meeting 3
June 26, 2001, 6:30 PM
First Baptist Church, Octavia and Market Streets

Market and Octavia Workshop Four
December 4, 2001, 6:00 PM
First Baptist Church, Octavia and Market Streets

Draft Plan Release Event
Tuesday, December 17th, 2002
6:00-9:00pm - Ongoing Discussions and Hourly Presentations
GLBT Center, Market Street at Octavia Blvd.

Walking Tours of the Market and Octavia Neighborhood
January 12th & 18th, 2003
11am-1pm tour of plan area highlighting changes proposed in the plan

Open office hours for drop-in questions and comments
January 9th, 14th & 21st, 2003, 4:00 – 7:00 pm
Planning Department office, 1660 Mission Street

Community Response to Draft Plan Workshop
January 28th, 2003, 6:00 PM
First Baptist Church, Octavia and Market Streets

Planning Commission Briefing and Community Comments
March 13, 2003, 12:30 PM
City Hall, Room 400, 1 Dr. Carlton B. Goodlett Place

Market and Octavia Community Meeting: Refinements & Next Steps
May 13th 2003, 6:00 PM
First Baptist Church, Octavia and Market Streets

What's New and What's Next Community Meeting
February 17, 2005, 6:30 PM
First Baptist Church, Octavia and Market Streets

Market and Octavia Zoning Workshop
June 21, 2005, 6:30 PM
LGBT Center, Market Street at Octavia Blvd.

Market and Octavia Plan Presentation
Planning Commission
March 20th, 2003
City Hall, Room 400, 1 Dr. Carlton B. Goodlett Place

Market and Octavia Plan Presentation
San Francisco Redevelopment Commission
November 1, 2005, 8:00 PM
City Hall, Room 400, 1 Dr. Carlton B. Goodlett Place

Market and Octavia Pre-Adoption Workshop
May 23, 2006, 6:30 – 8:30PM
LGBT Center, Market Street at Octavia Blvd.

Market and Octavia Plan Informational Presentation
Planning Commission
September 7th, 2006
City Hall, Room 400, 1 Dr. Carlton B. Goodlett Place

Additional Outreach

Planning Staff Attended the following Neighborhood Association Meetings

CAPA Workshop
March 9, 2002, 10 AM – 4 PM
July 19, 2006, 6:30 PM – 8 PM

Clinton Park Neighborhood Group
August 23, 2005
Francis of Assisi Center

DTNA Meeting
CPMC Davies Hospital
May 5, 2003
January 19, 2005

September 12, 2005
November 14, 2005
December 1, 2005

DTNA Open Office Hours
November 16, 2005
San Francisco Planning Department, 1660 Mission Street

DTNA Meeting
November 29, 2005
San Francisco Planning Department, 1660 Mission Street

Eureka Valley Promotions Association
August 17th, 2006

Haight Ashbury Neighborhood Council
January 1, 2002

Hayes Valley Community Meeting
October 6, 2004, 6:30 PM

Further outreach was conducted in the form of presentations and discussions at other neighborhood organization meetings on the plan and related issues, including numerous community meetings on the University of Berkeley Extension site at 55 Laguna Street. Planning Department staff have also met with groups as requested including but not limited to Duboce Triangle Neighborhood Association, Hayes Valley Neighborhood Association, Mission Dolores Neighborhood Association, Castro Area Planning Association, and an assortment of historic preservation specialists.

In addition to our outreach program for workshops and meetings, the Planning Department provided the following updates about the Market and Octavia Neighborhood Plan to individuals and organizations on its Market and Octavia Neighborhood Plan mailing list:

Invitation for Neighborhood Group Participation
July 17, 2000 letter

Newsletters
Summer, 2000 Update
Winter 2001 Update
Fall 2004 Update
Winter 2004 Update, December 12, 2004
Spring 2005 Update
Summer 2005 Update, July 7, 2005

Website Updates
Spring 2000 to Present, *Continuously*

Exhibit M-1 General Plan Amendments Case Report

Case Report

For Hearing on 9/28/2006

Case No	**2003.0347EEMTZ** Initiate proposed amendments to the General Plan, include adding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Plan
Planners:	AnMarie Rodgers, Plan Manager 558-6395, Kearstin Dischinger, Stephen Shotland, and Aksel Olsen
Date:	September 18, 2006
Reviewed By:	John Billovits, 558-6390
Applicant:	San Francisco Planning Department

The San Francisco Planning Department is proposing to amend the General Plan to implement the Market and Octavia Neighborhood Plan, which supports mixed-use residential development in the Market and Octavia Neighborhood Plan Area, and responds to changed physical, social, and economic conditions in the area, while maintaining existing neighborhood strength and character. Pursuant to Planning Code Sec. 340, proposed amendments can be initiated by a Resolution of Intention by the Planning Commission. If the Planning Commission approves the Resolution of Intention, it would subsequently provide public notice as required by Planning Code Sec. 306.3, and schedule a public hearing on the proposed amendments for October 26th, 2006.

Preliminary Staff Recommendation:
Staff recommends adoption of the draft Resolution of Intention to initiate proposed amendments to the General Plan. The proposed amendments to the General Plan include adding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Plan, to implement the Market and Octavia Neighborhood Plan. –

Initiate General Plan Amendments - - Case Report

The San Francisco Planning Department is proposing to amend the San Francisco General Plan to implement the Neighborhood Plan ("Neighborhood Plan") and to ensure General Plan consistency. Starting in 2000, the Planning Department initiated a public planning process, the Better Neighborhoods Program, which developed a series of policies and proposals including those for land use, height, bulk, building design, density, transportation, and parking in the Market and Octavia area as described in "The Market and Octavia Neighborhood Plan: Draft for Public Review," which was published by the Planning Department in December 2002. Subsequent revisions are recorded in the "Market and Octavia Plan Revisions" published in the summer of 2006, all preceding revisions are captured in this final document. The Draft Plan together with the Plan Revisions provide a comprehensive set of policies and implementation programming to realize the vision for the Market and Octavia plan area. The Department proposes to add a new area plan to the General Plan, the Market and Octavia Area Plan ("The Plan"), and make a number of minor conforming amendments to other Elements, Area Plans, and the Land Use Index of the General Plan to implement the Market and Octavia Neighborhood Plan.

Area Location:

The Plan encompasses an irregularly shaped area in northeast San Francisco. It extends two to three blocks in width along Market Street for ten blocks and extends north along the former Central Freeway alignment at Octavia Street for ten blocks. Along Market Street, the Plan Area boundaries extend from 11th and Larkin Streets in the east to Noe and Scott Streets in the west. The boundary jogs north along Noe Street, Duboce Avenue, Scott Street, Waller Street, Webster Street, Oak Street, Buchanan Street, and Grove Street; continues north along the former Central Freeway alignment to Turk Street between Laguna and Franklin Streets; and east of Franklin Street jogs south to Grove and Larkin Streets. The Project Area boundary extends south of Market Street between 10th and 11th Street to Howard Street. Extending west along Howard Street, the Project Area boundaries jog along Division, Mission, Fourteenth, Guerrero, and Sixteenth Streets. The area is shown in Figure 1. The Project Area is comprised of 89 Assessor's Blocks in entirety or in part, including the whole of Blocks 759, 761, 768, 770, 783, 785, 792 to 794, 806 to 809, 813 to 819, 830 to 841, 850 to 858, 863 to 876, 3501 to 3506, 3512 to 3514, 3533 to 3538, 3541 to 3545, 3556 to 3560; and portions of 3507 (lot 40), 3510 (lots 49, 57), 3511 (lots 1, 23, 25, 31, 33, 74, 75, 80, 82, and 93), and 3532 (lots 14, 19B, 35, 36, 88, 89, 90 and 91).

Project Description:

The proposed General Plan amendments are necessary to implement the Neighborhood Plan. The Neighborhood Plan encourages the development of new housing and neighborhood services in the Market and Octavia neighborhood generally including the intersections of Market and Church Streets, Market Street and Van Ness Avenue, and the new Octavia Boulevard and parcels within walking distance of these areas. The plan will ensure that new development mends the neighborhood fabric where the Central Freeway once stood and

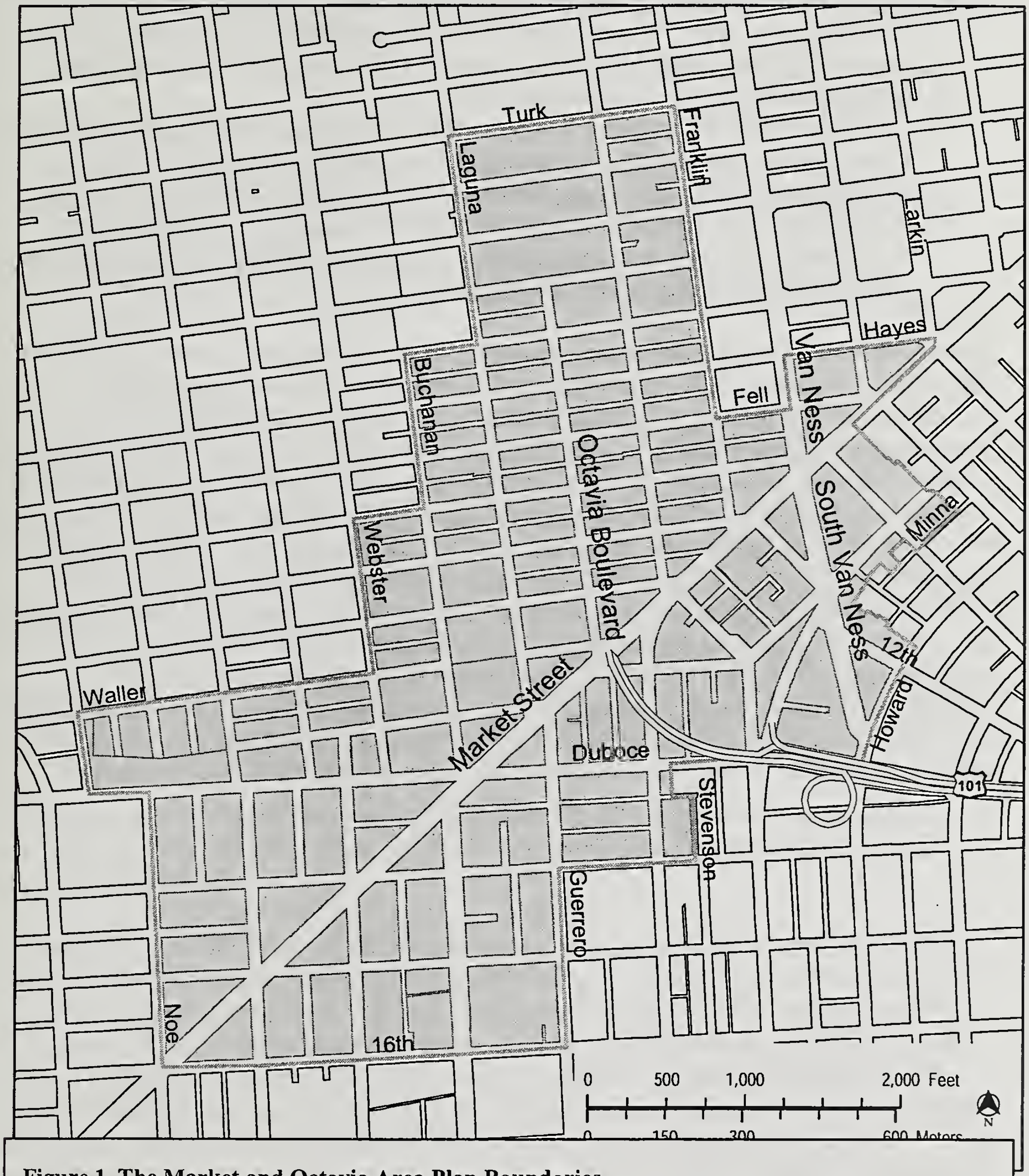

Turk
Laguna
Franklin
Larkin
Hayes
Van Ness
Fell
Buchanan
Octavia Boulevard
South Van Ness
Minna
Webster
12th
Howard
Waller
Market Street
Duboce
101
Stevenson
Guerrero
Noe
16th
0 500 1,000 2,000 Feet
0 150 300 600 Meters
N

Figure 1. The Market and Octavia Area Plan Boundaries

transforms the SoMa West area into a full-service neighborhood. The Neighborhood Plan supports the General Plan's vision of building where growth can be accommodated by transit and services, encouraging public transit use over trips by private automobile, and expanding housing opportunities adjacent to the downtown area. The Plan consists of the following key components:

- Revised planning and land use controls that seek to protect much of the existing character of the neighborhood and ensure a mix of housing opportunities including mid-rise and high-rise residential development at the Market and Van Ness and the Mission and South Van Ness intersections, with clear standards for ground floor uses, parking and loading, building height and bulk that together will ensure a safe and attractive neighborhood environment;
- A detailed plan for public improvements, including neighborhood parks, streetscape improvements, pedestrian amenities, and community services, such as child care, library services, and recreational facilities;
- A detailed implementation program that leverages funding for public improvements from new private development, existing funding streams, and innovative community strategies.

The proposed General Plan amendments include adding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Planadding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Plan so that the General Plan more fully reflects the concepts of the Market and Octavia Neighborhood Plan as summarized above. In related actions, the Department is proposing amendments to the Planning Code and Zoning Map to implement the Neighborhood Plan, and the General Plan, as it is proposed to be amended.

Background:
In 2000, the Planning Department began working with community members to create a new vision for the area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along the planned new Octavia Boulevard on the former Central Freeway right-of-way. Together, community members and the Planning Department established a set of visionary goals for the area:

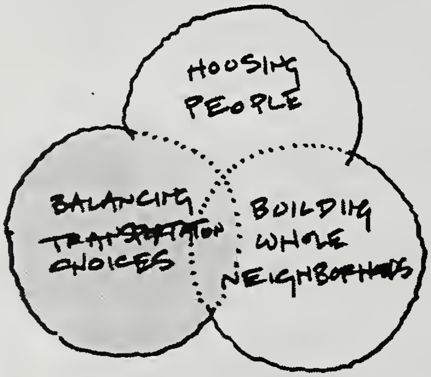
The Better Neighborhoods Vision

- Envision an urban neighborhood that welcomes a mix of people of various incomes, ages and lifestyles.
- A place where everyday shopping needs can be met within a short walk on a system of public streets that are easy and safe to get around on foot, on a bicycle and on transit.
- A place intimately connected to the City as a whole where owning a private automobile is a choice, not a necessity, and the streets are active, friendly civic spaces.
- A neighborhood that is repaired and rejuvenated by building on the strengths of its traditional character yet is inherently dynamic, creative and evolving.

The Plan Dynamic
Much of the existing neighborhood fabric in the Market and Octavia Neighborhood was built in a transit-oriented manner, i.e. a walkable, “people-scaled” neighborhood. The neighborhood has had a healthy mix of neighborhood services within walking distance of housing, a substantial investment in transit infrastructure, with most of the private development being oriented towards housing people. Over the past 60 years, the imposition of large infrastructure and redevelopment projects have deeply scarred the area’s physical fabric. In addition, the Planning Code has more recently required new development to provide ample space for car parking even if it has ultimately led to less space for housing. This has resulted in a degradation of the pedestrian realm and a loss of potential housing units.

The Market and Octavia Plan seeks to address these issues by holistically examining the relationship between land use, transportation and by creating whole neighborhoods.

The Plan emerged from a neighborhood with a rich tradition of public activism. The Plan seeks to build upon the neighborhood’s strengths: enriching the critical mass of people and activities, enhancing the area’s close-knit physical pattern, and investing in a transportation program that restores balance between travel modes. During the planning process, it became evident that these issues are deeply connected and that to succeed the plan must be holistic in approach and draw on the relationships between these ideas to create a transit-oriented neighborhood and encourage housing within a specific set of fundamental design principles. The three primary issues underlying the Market and Octavia Plan are Housing People, Balancing Transportation Choices, and Building Whole Neighborhoods.


HOUSING PEOPLE
BALANCING TRANSPORTATION CHOICES
BUILDING WHOLE NEIGHBORHOODS

Housing People: Market and Octavia's diverse local population creates the vitality, safety, community and vitality of the place. Housing a diverse group of people means providing a variety of housing opportunities: different housing types, as well as ranges of affordability, provided in a safe and attractive setting.

Balancing Transportation Choices: The Market and Octavia area has a physical fabric that enables people to access much of what they need on foot and supports frequent and reliable transit service. Over time, this fabric has been successful because it supports a range of travel modes and enables people to choose between them as their needs dictate. It shows in people's behavior; about half of the households in the Market and Octavia area own zero cars. Automobiles do play an important role here, but should not dominate to the point of undermining this longstanding fabric or the viability of other travel modes.

Building 'Whole' Neighborhoods: Urban places like Market and Octavia work well because they support a critical mass of people and activities, which in turn makes it possible to provide a full range of services and amenities. As these neighborhoods grow, there is an opportunity and a need to provide new and additional services, more parkland and improved streets to nurture and strengthen public life.

Planning for Implementation

The Plan policies establish a foundation for the neighborhood's future. It highlights the importance of the survey of the neighborhood's historic resources. The results of the historic survey will be used to revise the Plan, if appropriate. The policies establish an implementation program that will capture and direct funds for public improvements as identified and prioritized in the Neighborhood Plan. And, finally, the Plan lays the groundwork for the monitoring program that will provide feedback on the success of the Plan and allow for corrections and revisions if necessary.

Environmental Review:

The Planning Commission will consider certification of the Market and Octavia Neighborhood Plan Environmental Impact Report and adopting CEQA Findings on or after 9/28/2006, prior to considering related General Plan, Zoning Code, and Zoning Map Amendments.

Proposed General Plan Amendments Necessary to Implement the Market and Octavia Neighborhood Plan

Following is a brief discussion of the proposed General Plan amendments necessary to implement the Neighborhood Plan. To avoid duplicating all of the proposed text here, short summaries are given. References to General Plan Area Plans and Elements are listed in ***bold italic*** type. Staff discussion (in normal type) is provided for each Area Plan or Element. Detailed information on the complete additions and revisions are in the attached draft Board Ordinance.

The following is a summary of the proposed new Area Plan: the Market and Octavia Area Plan:

Market and Octavia Area Plan *– add new Area Plan*
The Area Plan details both areawide goals and specific policy objectives in the plan area. It is the product of over six years of community planning that was guided by the general objectives and policies of the San Francisco General Plan. The Area Plan contains more specific policies than the General Plan and outlines implementation mechanisms through proposed changes to the Planning Code and Zoning Map. Adoption of the Area Plan is essential to successfully heal the neighborhood fabric and to integrate new development into the neighborhood. Key themes to the plan are discussed below:

The Plan advances objectives and policies on land use and urban form for infill development in the area, and promotes policies to provide additional housing, especially affordable housing. It provides guidelines to reinforce the area's special neighborhood qualities.

The Plan seeks to control residential density, primarily through building envelope controls and fundamental design principles, but also includes a unit mix requirement for larger housing projects. It encourages development of new housing while maintaining the scale of the existing neighborhood, and encourages establishing a high-density residential neighborhood in SoMa West, near Van Ness, Market, and Mission Streets.

The Market and Octavia Area Plan establishes policies to balance transportation choices in the neighborhood, which is located at a crossroads between residential neighborhoods and the City's downtown commercial district. Transportation policies call for reducing dependence on private automotive vehicle use and improving infrastructure to encourage increased use of transit, bicycle, and walking to reach destinations and meet daily needs. It includes policy changes that would relieve neighborhoods of parking minimum requirements; off-street parking would instead be controlled through maximum caps based on use size and type to ensure some continued increment of car-free housing, similar to historic and existing patterns.

The Plan establishes policies calling for the improvements to the public realm to foster increased pedestrian use and enjoyment of public streets by establishing a set of standards for “living streets,” as well as encouraging wider sidewalks and increased street tree plantings. Such improvements to streets and alleys would improve open space opportunities for existing and new residents. The Plan calls for providing additional open space in the form of new neighborhood-oriented parks. The proposed new neighborhood parks and improvements to public rights-of-way in the area will help ensure that restorative space is within an easy walk from housing and improve livability.

More specific policies and objectives are crafted for key sites with high development potential such as the central freeway parcels and SoMa West. While the plan does not direct specific programming for these sites, it offers policy guidance reflective of the community visioning process.

The following is a summary of the proposed amendments to the existing General Plan Elements and Area Plans:

Commerce and Industry Element: The amendments to the Commerce and Industry Element recognize a new classification of neighborhood commercial development, specifically Neighborhood Commercial Transit Districts.

Transportation Element: The amendments to the Transportation Element switch emphasis from auto-oriented streets and development to a more balanced use of streets supporting development. The amendments seek to return streets to multi-use spaces and ensure safe passage for all modes, but especially pedestrians. Similarly, the plan no longer requires parking with housing or other uses but instead calls for a parking maximum cap. Further amendments create a new designation for living streets as a part of the street classification system, and describe “pedestrian enclaves”. The amendments also specify new visioning for key streets, such as the Central Freeway, called out in the Transportation Element.

Recreation and Open Space Element: The amendments to the Recreation and Open Space Element reference the new Market and Octavia Area Plan and newly built open spaces and areas proposed for future open space improvements.

Civic Center Area Plan: The amendments to the Civic Center Area Plan acknowledge changes to the character of the adjacent neighborhoods in the Market and Octavia Plan. They are limited to the Plan’s focus on transit-oriented planning, the redevelopment of Octavia Boulevard, and the protection of neighborhood character.

Downtown Area Plan: The amendments to the Downtown Area Plan acknowledge the changes to the character of adjacent neighborhoods in the Market and Octavia Plan. They are limited to the Plan's focus on transit oriented planning. The Plan area boundaries are acknowledged on the map.

South of Market Plan: The amendments to the South of Market Area Plan acknowledge the neighboring Market and Octavia Plan Area on one map.

Land Use Index: The amendments to the Land Use Index are necessary to update maps from the other General Plan elements and area plans that would be amended as part of this proposal.

Planning Commission

Case No. 2003.0347EMTZ
Resolution of Intention to Initiate
Amendments to the General Plan
Pursuant to Implementing the Market
and Octavia Neighborhood Plan
Resolution No. GP RES NO

Exhibit M-2 Proposed General Plan Amendments - Resolution

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. GP RES NO

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan.

The San Francisco Planning Department is seeking to implement the Market and Octavia Neighborhood Plan ("Neighborhood Plan"), which encourages diverse and affordable housing, choices for movement, safe streets, and a cohesive neighborhood fabric.

Starting in 2000, the Planning Department initiated a public planning process, the Better Neighborhoods Program, which developed a series of policies and proposals including those for land use, height, bulk, building design, density, transportation, and parking in the Market and Octavia area as described in "The Market and Octavia Neighborhood Plan: Draft for Public Review," which was published by the Planning Department in December 2002. Subsequent revisions are recorded in the "Market and Octavia Plan Revisions" published in the summer of 2006, all preceding revisions are captured in this final document. The Draft Plan together with the Plan Revisions provide a comprehensive set of policies and implementation programming to realize the vision for the Market and Octavia plan area, including an overall land use and height plan, specific urban design standards for building setbacks, ground floor uses, tower bulk and spacing, and a framework to guide the implementation of street and transportation improvements, as well as for open space amenities.

Overall, policies envisioned for the Market and Octavia neighborhood would be consistent with the General Plan. However, a number of amendments to the General Plan, **attached in an Ordinance hereto as Exhibit M-3,** including the addition of a Market and Octavia Area Plan ("The Plan"), and revisions to other Elements, Area Plans and the Land Use Index of the General Plan, are required to achieve the neighborhood vision described in the Market and Octavia

Neighborhood Plan. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

Staff recommends adoption of the draft Resolution of Intention to initiate proposed amendments to the General Plan, adding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Plan.

The Plan will encourage the development of new housing, neighborhood services, open space and sustainable transportation in the Market and Octavia neighborhood generally including the intersections of Market and Church Streets, Market Street and Van Ness Avenue, and the new Octavia Boulevard and parcels within walking distance of these areas. The Plan will ensure that new development regenerates the neighborhood fabric where the Central Freeway once stood and transforms the SoMa West area into a full-service neighborhood. The Plan supports the General Plan's vision of building where growth can be accommodated by transit and services, encouraging public transit use over travel by private automobile, and expanding housing opportunities adjacent to the downtown area. The Plan lays the policy foundation for additional changes that are detailed in the Neighborhood Plan, amendments to the General Plan Amendments, Planning Code, Zoning Map and other implementation measures. The Neighborhood Plan consists of the following key components:

- Revised Planning Code and Zoning controls that seek to protect much of the existing character of the neighborhood and ensure a mix of housing opportunities including mid-rise and high-rise residential development at the Market and Van Ness intersection, with clear standards for ground floor uses, parking and loading, building height and bulk that together will ensure a safe and attractive neighborhood environment;
- A detailed plan for public improvements, including neighborhood parks, streetscape improvements, pedestrian amenities, and community services, such as child care, library services, and recreational facilities;
- A detailed implementation program that leverages funding for public improvements from new private development, existing funding streams, and innovative community strategies.

Planning Commission

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The Planning Commission will consider certification of the Market and Octavia Neighborhood Plan Environmental Impact Report on or after 9/28/2006 prior to considering relevant amendments to the General Plan, Planning Code and the Zoning Map. It will also consider adopting California Environmental Quality Act Findings at that hearing.

Planning Code Section 101.1(b) establishes eight priority policies and is the basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies, in that:

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

The Plan will have a positive effect on neighborhood serving retail uses. The Market and Octavia Plan supports existing and new commerce by encouraging ground floor retail in commercial areas and other improvements to the pedestrian realm. New development enabled by the Market and Octavia Plan will enhance the neighborhood commercial districts along Market Street, Octavia Boulevard, Hayes Street, Gough Street, and Inner Valencia Street, providing potential employment and ownership opportunities for San Francisco residents. The proposed amendments will support the creation of new housing units, providing a market for increased retail uses along these corridors and allow expansion of the customer base for neighborhood serving businesses beyond the constraints of automobile congestion and parking.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Plan protects and enhances the existing neighborhood character by applying appropriate height and bulk limits, protecting landmark and other historic buildings, reinforcing neighborhood commercial districts, preserving and enhancing cultural and educational institutions, marking major intersections as visual landmarks, discouraging land assembly, and detailing fundamental design principles.

The proposed height and bulk controls emphasize consistency with current development patterns. Additionally the controls were designed with a focus on protecting sunlight access for streets and alleyways.

Neighborhood-serving retail will be concentrated along Hayes, Gough, Market, Valencia, Church, and Castro streets, and Van Ness Avenue accordant with existing patterns.

3. That the City's supply of affordable housing be preserved and enhanced.

The Plan will have a positive effect on the City's housing stock, and the Market and Octavia Neighborhood's share of housing. They will enable the creation of new housing units in the Market and Octavia Neighborhood, positively effecting the City's housing supply. In projects with over ten units, twelve to seventeen percent of these units would be permanently affordable pursuant to the City's existing inclusionary housing requirement. Additional mechanisms to ensure permanent housing affordability include preservation of existing housing stock, unbundling parking from housing, and flexibility in density controls. The redevelopment of the 22 Central Freeway parcels will result in the net increase of about 800 to 900 housing units in the Project Area by 2025. Approximately 50% of these units will be available at below market rates. The plan requires that any demolished units be replaced by an equal or greater number of units.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Plan would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. Currently numerous bus lines and Muni trains run through Market and Octavia Neighborhood; including those along Market Street, Haight Street, Fillmore Street, Church Street, Mission Street, Valencia Street, Van Ness Avenue, and Eleventh Street. To mitigate potential impacts to these Muni lines, the Plan encourages the City to study the creation of a Bus Rapid Transit lanes, transit *lanes, transit preemption/prioritization signaling, and other transit improvements.*

The Plan would support an increase in the residential population of the area, which would increase trips originating and/or terminating in the neighborhood. The high concentration of new residential development, easy access to jobs, service and transit, and pedestrian improvements indicate that new Market and Octavia neighborhood residents would make a greater share of trips without the use of the private automobile, reducing the impacts created by additional residents. In these ways, the Plan would not overburden streets and neighborhood parking.

The Market and Octavia Plan policies support a transportation strategy that builds on the existing transit and pedestrian infrastructure when appropriate. Existing neighborhood parking is protected by policies that shift demand, manage existing and future supply, and encourage higher utilization through innovative transit such as car sharing.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Plan would not adversely affect the industrial or service sectors. The existing industrial and service businesses in the plan area are currently in the SoMa West neighborhood. These businesses would not be displaced by commercial office development. Due to its proximity to the downtown, the Plan envisions transforming this area into a vibrant new mixed-use residential neighborhood, providing much needed housing, a full range of new services and vibrant streets and public spaces. A portion of the original Market and Octavia study area included a portion of the Mission District that included repair and service sector uses, these blocks, south of Division Street, have been removed from the Market and Octavia Area Plan. Other than in the SoMa West area, the Plan does not make major changes to the allowable uses in the plan area.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Plan would not adversely affect preparedness against injury and loss of life in an earthquake and would comply with applicable safety standards. New residential buildings would be subject to the City's Building Code, Fire Code and other applicable safety standards.

7. That landmarks and historic buildings be preserved.

The Plan would not have a negative effect on the preservation of landmarks and historic buildings. The Market and Octavia Area Plan calls for the protection of existing landmarks and historic buildings. A complete historic survey of the plan area will ensure that no historic resources are in contest with the Plan. The plan strengthens protection for historic resources and potential historic districts.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The Plan would have a positive effect on parks and open space, and would not adversely affect existing open spaces or their access to sunlight and vistas. The Plan includes a series of open space improvements: the development of Hayes Green, McCoppin Park near the freeway touchdown, a neighborhood park on Brady Street, and the conversion of sidewalks, some narrow streets and alleys to open space amenities. The Market and Octavia Plan details concepts and strategies for "living streets," and identifies numerous opportunities for these types of improvements within the plan area.

Individual buildings reviewed according to procedures described in Planning Code Section 295 are evaluated to identify the impacts of projects and buildings. Project permits can't be approved if the impacts are found to be significant.

The Market and Octavia planning process built on existing General Plan policies. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is, on balance, consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concepts outlined in the General Plan, especially the Air Quality, Urban Design, Transportation Element, Commerce and Industry, Recreation and Open Space, and Arts Elements. New Area Plan policies and zoning controls articulate these directive policies with specific consideration for the neighborhood conditions of the Market and Octavia Plan Area. Below are specific policies and objectives that support the proposed actions.

NOTE: General Plan Elements are in *CAPITAL ITALICS*
General Plan Objectives are in CAPITAL LETTERS
General Plan Policies are in Arial standard font
Key Polices and Objectives are **Bolded**

AIR QUALITY ELEMENT

OBJECTIVE 2: REDUCE MOBILE SOURCES OF AIR POLLUTION THROUGH IMPLEMENTATION OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN

- reducing congestion on roadways;
- giving priority to public transit, as mandated by the "Transit First" policy;
- encouraging the use of modes of travel other than single occupant vehicles such as transit, carpooling, walking, and bicycling;
- managing the supply of parking in the downtown area.
- promoting coordination between land use and transportation to improve air quality; and

OBJECTIVE 3: DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

POLICY 3.3 Continue existing city policies that require housing development in conjunction with office development and expand this requirement to other types of commercial developments.

POLICY 3.4 Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

POLICY 3.5 Continue existing growth management policies in the city and give consideration to the overall air quality impacts of new development including its impact on the local and regional transportation system in the permit review process. Ensure that growth will not outpace improvements to transit or the circulation system.

POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals.

URBAN DESIGN ELEMENT

OBJECTIVE 1: EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

POLICY 1.8 Increase the visibility of major destination areas and other points for orientation.

POLICY 2.6 Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 4: IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

POLICY 4.11 Make use of street space and other unused public areas for recreation.

TRANSPORTATION ELEMENT

Policy 1.1 Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

Policy 1.2 Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Policy 1.6 Ensure choices among modes of travel and accommodate each mode when and where it its most appropriate.

OBJECTIVE 3: MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

Policy 3.1 The existing vehicular capacity of the bridges, highways, and freeways entering the city should not be increased and, for single-occupant vehicles, should be reduced where possible.

OBJECTIVE 4: MAINTAIN AND ENHANCE SNA FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

Policy 7.1 Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking.

OBJECTIVE 11: ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

OBJECTIVE 14: DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as signal-light synchronization and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.

POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.

POLICY 14.3 Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

POLICY 14.4 Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.

POLICY 14.7 Encourage the use of transit and other alternatives modes of travel to the private automobile through the positioning of building entrances and the convenient location of support facilities that prioritizes access from these modes.

OBJECTIVE 15: ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

Such treatments may include signalization and signage changes that favor other modes of transportation, widened sidewalks, landscape strips, bicycle lanes or transit stops, bicycle-and-transit friendly speed bumps, or reduced traffic speeds.

POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.

POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.

POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

OBJECTIVE 23: IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

OBJECTIVE 24: IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

OBJECTIVE 26: CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION AS WELL AS FOR RECREATIONAL PURPOSES.

OBJECTIVE 30: ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

COMMERCE AND INDUSTRY ELEMENT

POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

POLICY 6.3 Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

POLICY 6.6 Adopt specific zoning districts which conform to a generalized neighborhood commercial land use and density plan.

POLICY 6.7 Promote high quality urban design on commercial streets.

POLICY 7.1 Promote San Francisco, particularly the civic center, as a location for local, regional, state and federal governmental functions.

RECREATION AND OPEN SPACE ELEMENT

Policy 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.

Policy 2.7 Acquire adequate open space for public use.

Policy 2.9 Maintain and expand the urban forest.

Policy 2.12 Expand community garden opportunities throughout the City.

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Policy 4.6 Assure the provision of adequate public open space to serve new residential development.

Policy 4.7 Provide open space to serve neighborhood commercial districts.

ARTS ELEMENT

POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 340, the Planning Commission adopts a Resolution of Intention to initiate amendments to the General Plan of the City and County of San Francisco, in order to implement the proposed Market and Octavia Neighborhood Plan.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendment in a draft ordinance approved as to form by the City Attorney contained in **Exhibit M-3**, as though fully set forth herein, to be considered at a publicly noticed hearing on or after 9/28/2006 .

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on _______ ___, 2006.

Linda Avery
Commission Secretary

☐ SAN FRANCISCO ☐
SAN FRANCISCO GENERAL PLAN
☐ GENERAL PLAN ☐

MARKET & OCTAVIA

AN AREA PLAN OF THE GENERAL PLAN OF
THE CITY AND COUNTY OF SAN FRANCISCO

DRAFT

SAN FRANCISCO PLANNING DEPARTMENT

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I. SUMMARY OF OBJECTIVES

1. LAND USE AND URBAN FORM

OBJECTIVE 1.1

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

OBJECTIVE 1.2

ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

2. HOUSING

OBJECTIVE 2.1

REQUIRE DEVELOPMENT OF MIXED-USE RESIDENTIAL INFILL ON THE FORMER FREEWAY PARCELS.

OBJECTIVE 2.2 ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

OBJECTIVE 2.3

PRESERVE AND ENHANCE EXISTING SOUND HOUSING STOCK.

OBJECTIVE 2.4

PROVIDE INCREASED HOUSING OPPORTUNITIES AFFORDABLE TO HOUSEHOLDS AT VARYING INCOME LEVELS.

3. BUILDING WITH A SENSE OF PLACE

OBJECTIVE 3.1

ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.

OBJECTIVE 3.2

PROMOTE THE PRESERVATION OF NOTABLE HISTORIC LANDMARKS, INDIVIDUAL HISTORIC BUILDINGS, AND FEATURES THAT HELP TO PROVIDE CONTINUITY WITH THE PAST.

4. STREETS AND OPEN SPACES

OBJECTIVE 4.1

PROVIDE SAFE AND COMFORTABLE PUBLIC RIGHTS-OF-WAY FOR PEDESTRIAN USE AND IMPROVE THE PUBLIC LIFE OF THE NEIGHBORHOOD.

OBJECTIVE 4.2

ACCOMMODATE REGIONAL THROUGH TRAFFIC ON SURFACE STREETS THAT ALSO SERVE LOCAL NEEDS, THEREBY REPAIRING AREAS DISRUPTED BY LARGE INFRASTRUCTURE PROJECTS OF THE PAST.

OBJECTIVE 4.3

REINFORCE THE SIGNIFICANCE OF THE MARKET STREET STREETSCAPE AND CELEBRATE ITS PROMINENCE AS SAN FRANCISCO'S SYMBOLIC "MAIN STREET."

5. BALANCING TRANSPORTATION CHOICES

OBJECTIVE 5.1

IMPROVE PUBLIC TRANSIT TO MAKE IT MORE RELIABLE, ATTRACTIVE, CONVENIENT, AND RESPONSIVE TO INCREASING DEMAND.

OBJECTIVE 5.2

DEVELOP AND IMPLEMENT PARKING POLICIES FOR AREAS WELL SERVED BY PUBLIC TRANSIT THAT ENCOURAGE TRAVEL BY PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION MODES AND REDUCE TRAFFIC CONGESTION.

OBJECTIVE 5.3

ELIMINATE OR REDUCE THE NEGATIVE IMPACT OF PARKING ON THE PHYSICAL CHARACTER AND QUALITY OF THE NEIGHBORHOOD.

OBJECTIVE 5.4

MANAGE EXISTING PARKING RESOURCES TO MAXIMIZE SERVICE AND ACCESSIBILITY TO ALL.

OBJECTIVE 5.5

ESTABLISH A BICYCLE NETWORK THAT PROVIDES A SAFE AND ATTRACTIVE ALTERNATIVE TO

DRIVING FOR BOTH LOCAL AND CITYWIDE TRAVEL NEEDS.

OBJECTIVE 5.6

IMPROVE VEHICULAR CIRCULATION THROUGH THE AREA.

6. INFILL DEVELOPMENT ON KEY SITES

OBJECTIVE 6.1

ENSURE THAT NEW DEVELOPMENT IS INNOVATIVE AND YET CAREFULLY INTEGRATED INTO THE FABRIC OF THE AREA.

OBJECTIVE 6.2

ENCOURAGE NEW DEVELOPMENT ON THE CENTRAL FREEWAY PARCELS AND THE MARKET STREET SUPERMARKET SITE TO HEAL THE PHYSICAL FABRIC OF THE NEIGHBORHOOD AND IMPROVE NEIGHBORHOOD CHARACTER.

7. A NEW NEIGHBORHOOD IN SOMA WEST

OBJECTIVE 7.1

CREATE A VIBRANT NEW MIXED-USE NEIGHBORHOOD IN SOMA WEST.

OBJECTIVE 7.2

ESTABLISH A FUNCTIONAL, ATTRACTIVE AND WELL-INTEGRATED SYSTEM OF PUBLIC STREETS AND OPEN SPACES IN THE SOMA WEST AREA TO IMPROVE THE PUBLIC REALM.

DRAFT

MARKET & OCTAVIA

II. INTRODUCTION

The Market and Octavia Area Plan (The Plan) grew out of the Market and Octavia Neighborhood Plan (Neighborhood Plan) that in turn was the first plan to emerge from the Better Neighborhoods Program. This Area Plan is a summary of the topics covered in the neighborhood plan The neighborhood plan was also adopted by the Planning Commission and should be referred to for further details and illustrations.

As one of three neighborhoods in the Better Neighborhoods Program, the Market and Octavia neighborhood offers a distinct set of opportunities for change sensitive to existing patterns, given its unique place in the city and the region. At the center of the city, it sits at a remarkable confluence of city and regional transportation. It is accessible from the entire Bay Area by BART and the regional freeway system. More than a dozen transit lines cross the Market and Octavia neighborhood, including all of the city's core streetcar lines, which enter the downtown here. It is just west of the Civic Center, where City Hall and state and federal office buildings, Herbst Theatre, and other governmental and cultural institutions attract a wide range of people both day and night.

The Market and Octavia neighborhood sits at the junction of three of the city's grid systems. The north of Market, south of Market, and Mission grids meet at Market Street, creating a distinct pattern of irregular blocks and intersections, and bringing traffic from these grids to Market Street. The surrounding topography of the Western Addition, Nob Hill, Cathedral Hill, and Twin Peaks flattens out in this area, creating a geography that makes the Market and Octavia neighborhood a natural point of entry to the downtown from the rest of the city. As a result of its central location, it has long been both a crossroads—a place that people pass through—as well as a distinctive part of the city in its own right.

The Market and Octavia neighborhood is a truly urban place, with a diversity of character and quality in its various parts. Local residents will tell you that the area is an "in-between " place—a place that supports a variety of lifestyles, ages, and incomes. Its varied but close-knit pattern of streets and alleys, along with relatively gentle topography, make it very walkable and bikeable. It has excellent access to city and regional public transit and offers a good variety of commercial streets that provide access to daily needs. It has a rich pattern of land uses that integrates a diversity of housing types, commercial activities, institutions, and open spaces within a close-knit physical fabric.

The Market and Octavia neighborhood's strengths as an urban place, an exciting "in-between" place, are fragile. Its role as a crossroads poses enormous challenges. Over the past 100 years, the imposition of large infrastructure and redevelopment projects have deeply scarred the area's physical fabric. Whole city blocks were assembled for large redevelopment projects in the 1960's and 1970's. Large flows of automobile traffic are channeled through to the Central Freeway via major arteries such as Fell/Oak, Gough/Franklin, and Van Ness Avenue.

Street management practices meant to expedite these traffic flows have degraded the quality of its public spaces and conflicts between cars and pedestrians have made streets hostile to public life. Because large flows of automobile traffic and core transit lines converge here, there are competing needs for a limited amount of street space. Transit vehicles are often stuck in traffic, impacting transit service and reliability citywide and adding to traffic congestion. Parking requirements have led to buildings in recent years with long, dead, and undifferentiated facades that diminish the quality of the streets.

At the same time, there are tremendous opportunities for positive change in the Market and Octavia neighborhood—opportunities to build on its strengths as an urban place and to create a better future.

The Market and Octavia neighborhood is undergoing dramatic renewal since the Central Freeway was removed north of Market Street. With the passage of Proposition E in 1998, construction of a graceful and functional surface boulevard has replaced the structure and has freed-up over 7 acres of land for infill development that will help repair the divisions created by the Central Freeway. As part of this effort, there is an opportunity to rationalize regional traffic flows and minimize their negative effects on the quality of life of the area, as well as to plan for the reuse of several other large sites.

The Market and Octavia neighborhood can grow supported by its access to public transit. In addition to repairing its physical fabric, new development can take advantage of the area's rich transit access to provide new housing and public amenities, and reduce new traffic and parking problems associated with too many cars in the area. Because the Market and Octavia neighborhood's location supports a lifestyle that doesn't have to rely on automobiles, space devoted to moving and storing them can be dramatically reduced—allowing more housing and services to be provided more efficiently and affordably. Market and Octavia can capture the benefits of new development while minimizing the negative effects of more automobiles.

If planned well, new development will strengthen and enhance the Market and Octavia neighborhood. With the removal of the Central Freeway and construction of the new Octavia Boulevard, there is a strong desire here to repair damage done in past decades and realize its full potential as a vibrant urban place. There is potential for new mixed-use development, including a significant amount of new housing. With the added vitality that new housing and other uses will bring, the area's established character as an urban place can be strengthened and enhanced.

The Market and Octavia neighborhood is at a critical juncture. Over the last 40 years, an imbalance in how we plan for the interrelated needs of housing, transportation, and land use has undermined our ability to provide housing and services efficiently, to provide streets that are the setting for public life, and to build on transit, bicycling, and walking as safe and convenient means of getting around our city. Nowhere is this imbalance clearer than here, where an elevated freeway, land assembly projects, and other well-meaning interventions have degraded the overall quality of the place.

As we look forward, there is much that can be done. The Plan aims, above all, to restore San Francisco's longstanding practice of building good urban places—providing housing that responds to human needs, offering people choice in how they get around, and building "whole" neighborhoods that provide a full range of services and amenities close to where people live and work. To succeed, The Plan need only learn from the established urban structure that has enabled the Market and Octavia neighborhood, like other urban places, to work so well for people over time.

If the Market and Octavia neighborhood's tradition of public activism on these issues is any indication, this Area Plan will succeed by building on these strengths: enriching its critical mass of people and activities, enhancing the area's close-knit physical pattern, and investing in a transportation program that restores balance between travel modes. The Plan addresses these issues holistically, as success with any one aspect depends on addressing the overall dynamic between them. To diminish any one aspect of The Plan is to diminish the opportunity presented by the whole.

The Plan Framework Figures 1 and 2

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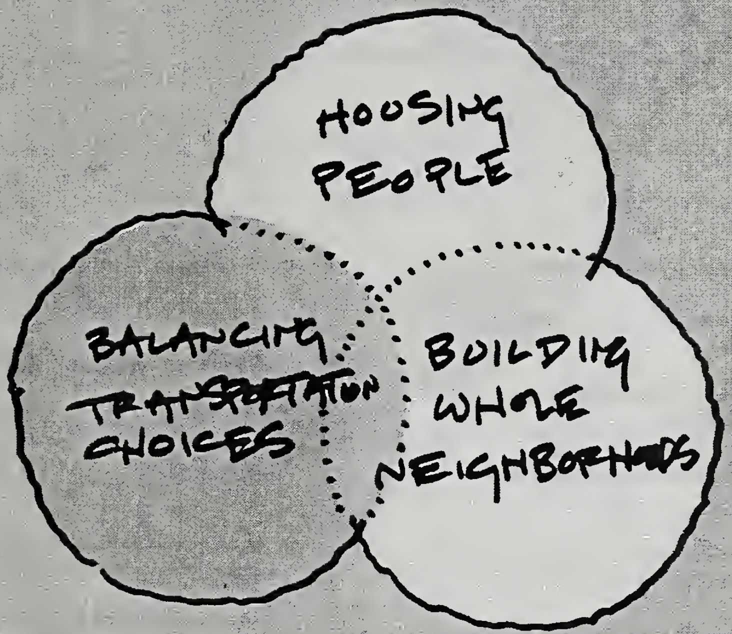
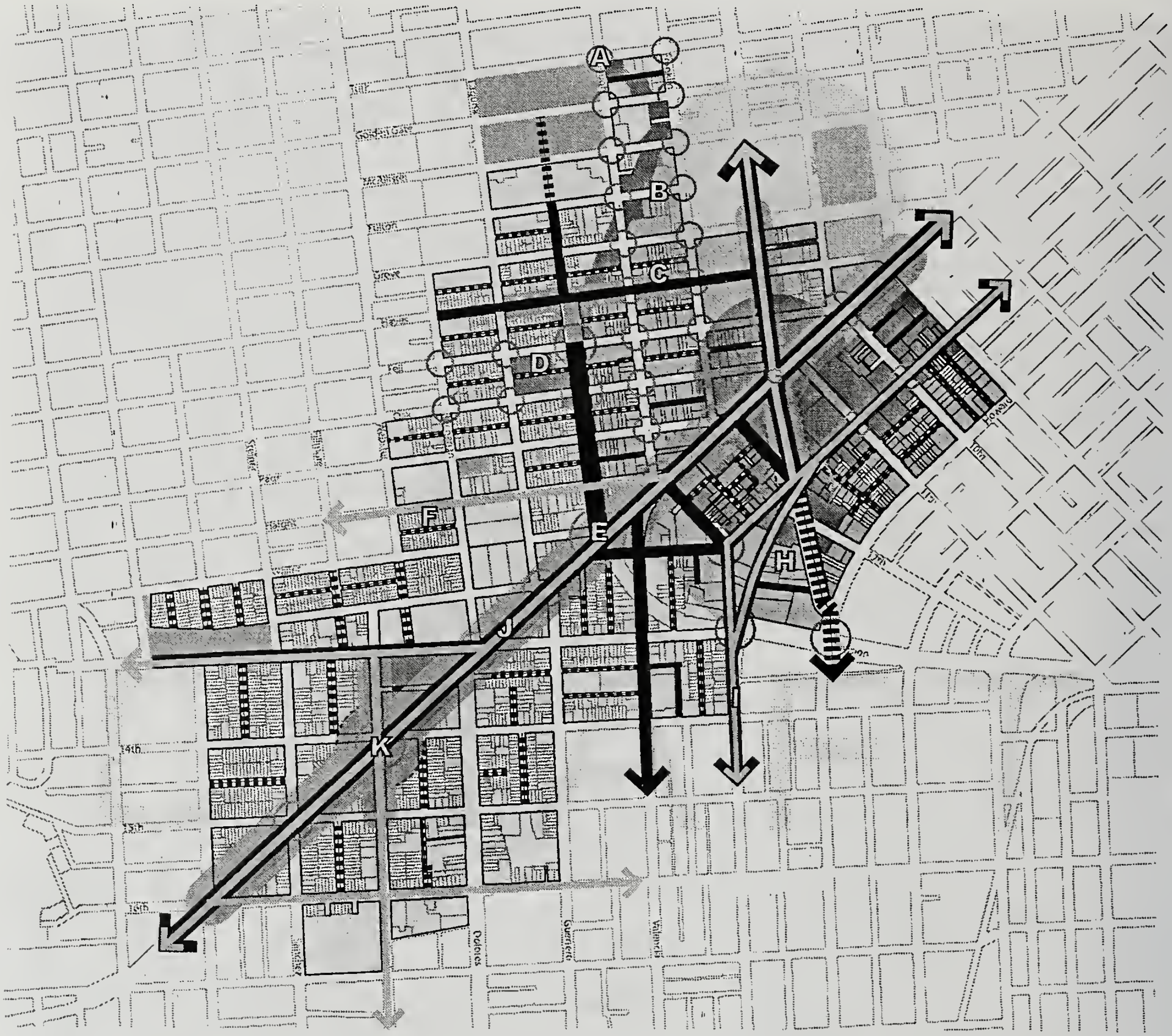

HOUSING PEOPLE
BALANCING TRANSPORTATION CHOICES
BUILDING WHOLE NEIGHBORHOODS

Figure 1. PLAN FRAMEWORK: CONCEPT



A Improve pedestrian safety on major traffic streets

B Enhance the existing cluster of cultural and institutional uses in the Civic Center area

C Improve the quality, vitality and accessibility of the area's neighborhood commercial streets

D Support new mixed use residential development on the former freeway parcels

E Create a network of civic streets and open spaces, with new parks, street improvements and extensive tree planting

F Support residential infill within the fine-grained physical pattern of existing residential neighborhoods

G Encourage high density housing and supporting uses close to the transit services on Van Ness and Market Streets

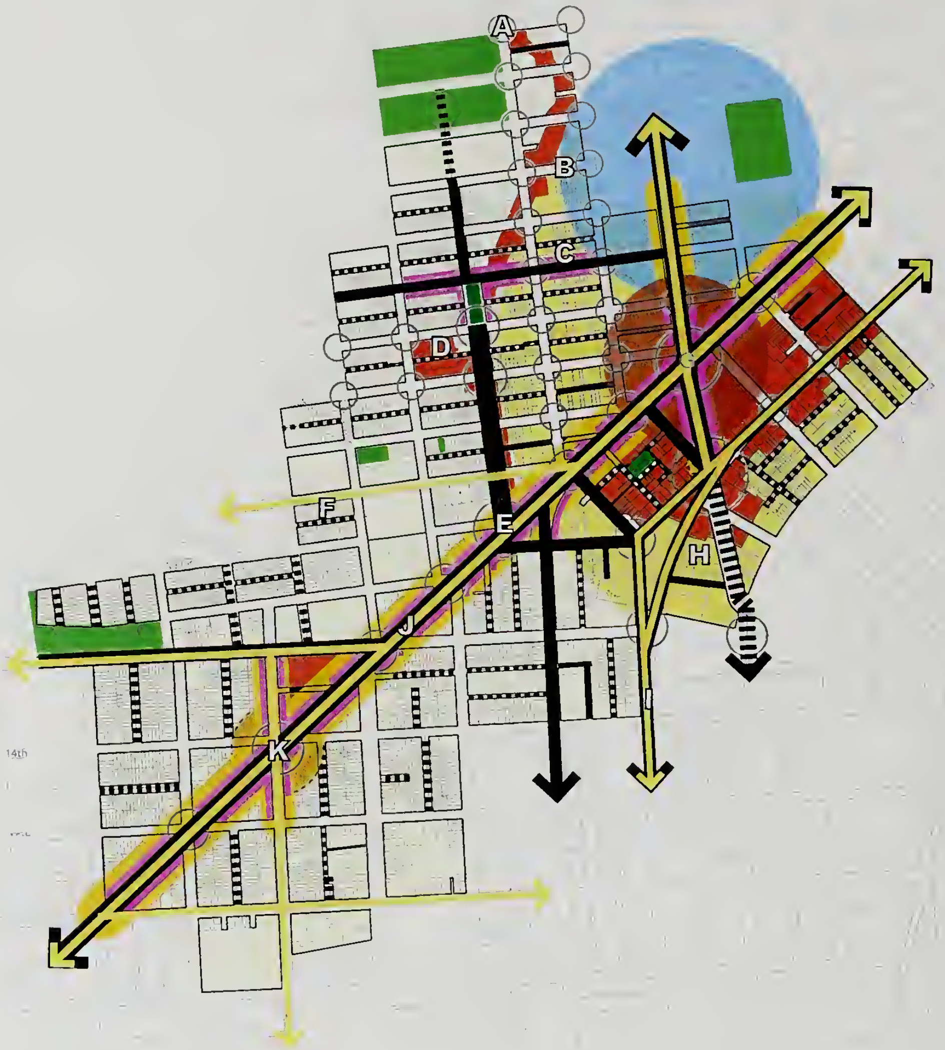
H Create a new mixed-use residential neighborhood in the SoMa West area

I Encourage more housing and intensified commercial activities along the area's core transit streets

J Strengthen the role of Market Street as the city's cultural heart and most important transit street

K Improve the intersection of Church and Market Streets as a major transit hub

Figure 2. PLAN FRAMEWORK: MAP



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1. LAND USE AND URBAN FORM

Strengthening the Market and Octavia area requires a comprehensive approach to planning for all aspects of what makes the place work well for people. Housing alone does not make a place, although new housing, and the people it brings, will add life to the area. Providing adequate and appropriate space for a range of land uses that contribute to the function, convenience, and vitality of the place are encouraged as part of an integrated land use and urban design vision for the area.

Land Use

To reinforce and improve on the existing land use pattern, this plan establishes the following principles:

- *Require infill development to enhance the area's established land use pattern and character.* While the area's physical fabric is well established, there are 'holes,' both large and small, where infill development can dramatically repair the fabric and provide new housing opportunities and neighborhood services. This kind of development should be actively encouraged and integrated into the prevailing pattern of uses, taking cues from existing development in the area.

- *Concentrate new uses where access to transit and services best enables people to be less reliant on automobiles.* New development will be most successful where it minimizes the negative effects of additional automobiles, by building on the area's superior accessibility on foot and by transit. To this end, the most intense new development should be linked directly to existing and proposed transit services, and concentrated where the area's mix of uses supports a lifestyle less dependent on cars.

Significant change is envisioned for the "SoMa West" area, which lies between Market Street, South Van Ness Avenue, Mission Street and the Central Freeway. For more than three decades the city's General Plan has proposed that this area become a mixed-use residential neighborhood adjacent to the downtown. This element of the plan carries this policy forward by encouraging relatively high-density mixed-use residential development in the SoMa West area. Element 7, "A New Neighborhood in SoMa West," proposes an bold program of capital improvement to create a public realm of streets and open spaces appropriate for the evolution of the public life of the area, and to serve as the catalyst for the development of a new mixed-use residential neighborhood.

Urban Form

The urban form and height proposals in this plan are based on the existing built form of the area and its surroundings, as follows:

- *Market and Octavia's urban form should accentuate the city's natural topography and emphasizes transit and important activity centers.* The urban form of the Market and Octavia neighborhood is marked by the transition from small-scaled residential areas to the west, with the defining topography of Cathedral and Mint Hills, to the dramatic built form of the downtown that steps up around Civic Center, east of Franklin Street. New development should not change this form dramatically. Rather, it should reinforce it by concentrating height and bulk where core transit services converge and accentuating the natural landscape with individual buildings sidestepping up hills.

- *Buildings with a fine-grained character enhance the established physical fabric of the place and the value of streets as public spaces.* The established pattern of development in the Market and Octavia neighborhood is one of individual buildings on small lots. There is much to be learned from this pattern; generally speaking, it shows us that when it comes to creating human-scaled places, smaller is better. Many individual shops with narrow frontages are preferably to one large storefront. The rhythm of individual stoops and bay windows creates visual interest along the street, as opposed to blank walls. New buildings should respond to this established pattern, especially where they interact with the public space of the street.

OBJECTIVE 1.1

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

The new land use and special use districts, along with revisions to several existing districts, implement this concept. These land use districts provide a flexible framework that encourages new housing and neighborhood services that build on and enhance the area's urban character. Several planning controls are introduced, including carefully prescribed building envelopes and the elimination of housing density limits, as well as the replacement of parking requirements with parking maximums, based on accessibility to transit.

- The *Van Ness and Market Downtown Residential Special Use District* (VNMDR-SUD) will encourage the development of a transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to downtown. This district will still have the area's most intensive commercial uses, including offices, but balances those with a new residential presence. Residential towers will be permitted along the Market / Mission Street corridor, provided they meet urban design standards. Residential towers, if built, would be clustered around the intersection of Market Street and Van Ness Avenue, with heights ranging from 160 – 400 feet.

- A *Transit-Oriented Neighborhood Commercial District* (NCT) will encourage transit-oriented, mixed-use development of a moderate scale to a height of 85 feet concentrated near transit services in SoMa West, areas immediately adjacent to the downtown and along the Market Street corridor. Retail use is actively encouraged on the ground floor with housing above to enliven commercial streets. Along Market Street and in SoMa West, a limited amount of office will be permitted. Complimenting a rich mix of retail and services with a dense residential populations in these districts, walking and transit will be the primary means of transportation and car-free housing will be common and encouraged.

  In named NCT and NC-1 (T) districts, revised parking requirements and housing density controls will encourage housing above ground-floor retail uses. These districts otherwise remain unchanged. They include current Neighborhood Commercial Districts (Hayes-Gough, portions of the Upper Market, Valencia) and several parcels currently zoned NC-1.

- A *Transit-Oriented Residential District* (RTO) will encourage moderate-density, multi-family, residential infill, in scale with existing development. The high availability of transit service, proximity of retail and services within walking distance, and limitation on permitted parking will encourage construction of housing without accessory parking. Small-scale retail activities serving the immediate area will be permitted at intersections.

See Map 1. Land Use Districts and Figure 3. Zoning District Table

POLICY 1.1.1

Repair the damage caused by the Central Freeway by encouraging mixed-use infill on the former freeway lands.

With the removal of the Central Freeway and construction of Octavia Boulevard, approximately 7 acres of land has been made available for new development. Appropriate use and careful design of development on the former freeway lands will repair the urban fabric of Hayes Valley and adjacent areas. New development should conform with the neighborhood's existing urban scale and character, and should maintain a strong connection to streets and public spaces.

POLICY 1.1.2

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

In keeping with the plan's goal of prioritizing the safe and effective movement of people, the most intense uses and activities are focused where transit and walking are most convenient and attractive—along the Market Street / Mission Street corridor and at the intersection of Market Street and Van Ness Avenue. Concentrating transit-oriented uses in these locations will reduce automobile traffic on city streets and support the expansion of transit service in the area's core urban center.

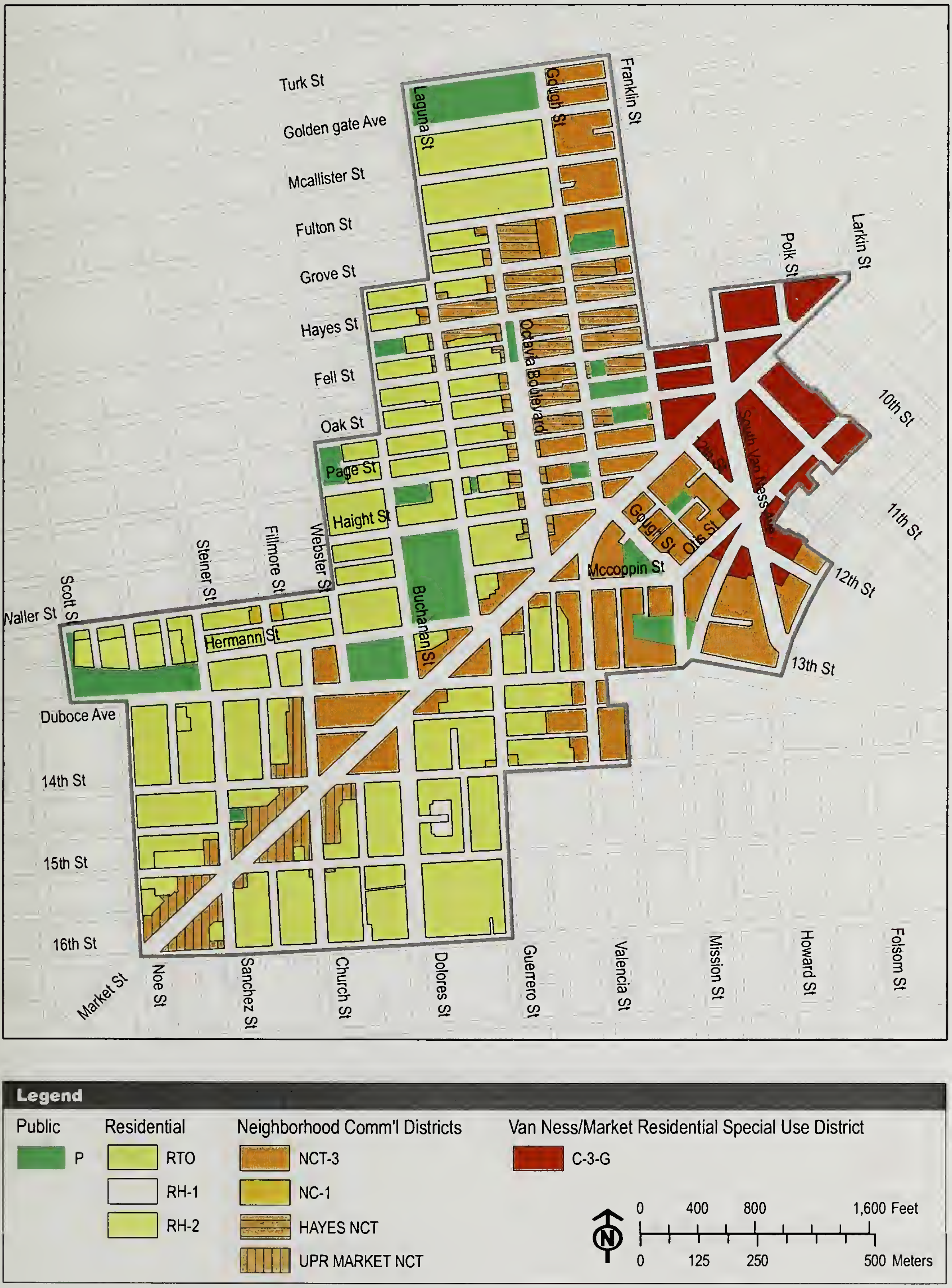
POLICY 1.1.3

Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts.

There are significant opportunities for new mixed-use infill along neighborhood commercial streets in the plan area. In conjunction with proposals to encourage flexible housing types and to reduce parking requirements, new development along commercial streets should cre-

LAND USE DISTRICTS

Map 1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Neighborhood Comm'l Districts
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NC-1
HAYES NCT
UPR MARKET NCT
Van Ness/Market Residential Special Use District
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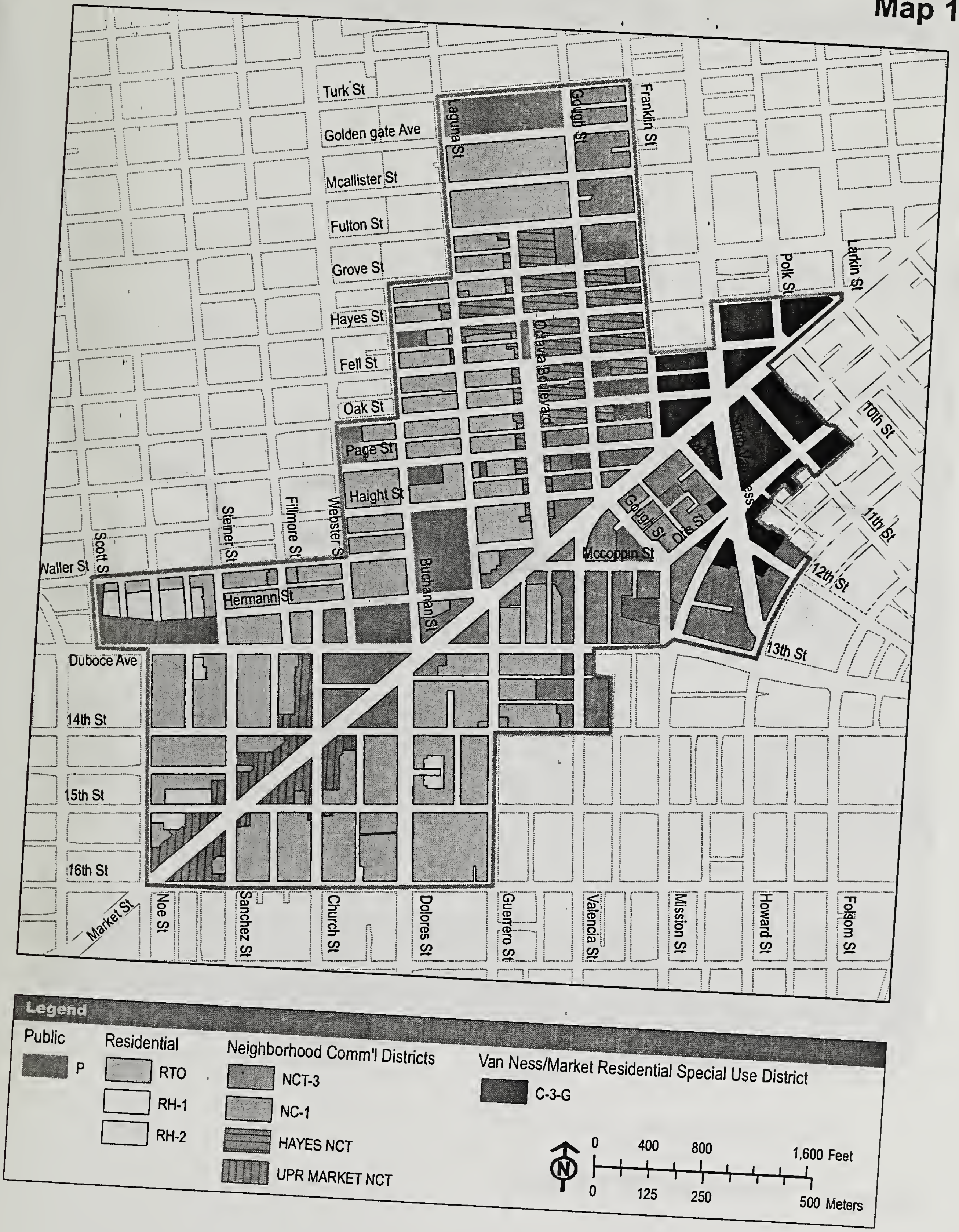
LAND USE DISTRICTS

Map 1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NCT-3
NC-1
HAYES NCT
UPR MARKET NCT
Van Ness/Market Residential Special Use District
C-3-G
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	Van Ness & Market Downtown Transit Residential	Neighborhood Commercial-Transit (NCT-3)	Named NCT Districts (Hayes-Gough, Upper Market)	Residential Transit-Oriented (RTO)
Purpose	Encourage transit-oriented high-density mixed-use adjacent to the downtown core. Mixed retail, office and housing in a 85 or 120 foot building base, with some residential towers allowed above the base at heights from 160 to 400 feet. Base zoning is C-3-G. Controls of C 3-G apply except where noted below.	Encourage mixed-use development of moderate scale concentrated near intensive transit services. Mixed retail, limited office and housing in buildings up to 50-85 feet. Controls generally same as for NC-3 except where noted below.	Encourage mixed-use development in keeping with the established character of the area's Neighborhood Commercial districts. Only key controls are revised for housing and parking flexibility. No change to existing controls except where noted below.	Encourage residential infill in keeping with the scale of existing, moderately scaled residential areas. Limited small retail permitted only on corner lots. Controls generally same as for existing RH-3, RM-1, and RM-2 districts with density and parking flexibility.
Lot Size Limit	No Change from C-3. N/A	No Change from NC-3. (C above 10,000 sf)	No Change from Hayes-Gough and Upper Market (C above 10,000 sf)	C above 5,000 sf.
Non-residential Use Size	No Change from C-3. N/A	No Change from NC-3. (C above 6,000 sf)	No Change from Hayes-Gough and Upper Market (C above 3,000 sf)	P up to max 1,200 sf on corner lots only; C otherwise for institutional uses.
Retail Commercial Uses	P up to 4th floor; (except publicly owned or leased buildings).	No Change from NC-3. (P all floors)	No Change from Hayes-Gough and Upper Market (P 1st and 2nd floors)	Limited type; P up to 1,200sf on ground floor of corner lots only; NP above or elsewhere.
Non-Retail Office Uses	P up to 4th floor; (except publicly owned or leased buildings).	No Change from NC-3. (some P 1st and 2nd floors)	No Change from Hayes-Gough and Upper Market (some with C)	Not Permitted
Residential Uses	P; Generally only use allowed above 4th floor. Required at 2:1 ratio with non-residential.	No Change from NC-3. (P on all floors)	No Change from Hayes-Gough and Upper Market (P on all floors)	P; Generally only use permitted.
Cultural/Arts/ Religious/Institutional Uses	P up to 4th floor; (except publicly owned or leased buildings).	No Change from NC-3. (P on all floors)	No Change from Hayes-Gough and Upper Market (P on 1st floor, C above)	C
Non-Residential Parking	No minimum required. Up to 7.5% of floor area for parking (approx 1 space per 4,500 gross sf).	No minimum required. Generally, Sec. 151 minimum requirements become maximum caps, up to 1 space per 500 sf of occupied floor area.	No minimum required. Generally, Section 151 minimum requirements become maximum caps, up to 1 space per 500 sf of occupied floor area.	Not Permitted for small corner stores; some associated with conditional institutional uses possible.
Grocery stores >20,000 sf	No Change from C-3.	May seek conditional use to raise maximum cap by 1 space per 250 sf occupied floor area for portion of use above 20,000 sf.	May seek conditional use to raise maximum cap by 1 space per 250 sf occupied floor area for portion of use above 20,000 sf.	N/A
Residential Off-street Parking	No minimum req; P up to 0.25 spaces per unit; C up to max 0.75 spaces per unit and 1 space for 2 bedroom unit max Same as C-3.	No minimum req.; P up to 0.5 spaces per unit; C up to max 0.75 spaces per unit and 1 space for 2 bedroom unit max	No minimum req; P up to 0.5 spaces per unit; C up to max 0.75 spaces per unit and 1 space for 2 bedroom unit max	No minimum req; P up to 0.7 spaces per unit; conditional use could permit up to 1 space per unit max.
Residential Density	No density limit based on lot size; 2:1 minimum residential to non-residential use ratio (except publicly owned or leased buildings)	No density limit based on lot size; required 40% 2 bedroom units, encourage 10% 3 BR. C for unit size exceptions.	No density limit based on lot size; required 40% 2 bedroom units, encourage 10% 3 BR. C for unit size exceptions.	No density limit based on lot size; required 40% 2 bedroom units, encourage 10% 3BR. C for unit size exceptions.
Rear Yard Requirement	No Change from C-3.	No Change from NC-3 (Generally 25% at residential floors)	Hayes Gough: no change. (25% at residential levels) Upper Market: Required at 2nd story and above. (25%)	No change from existing R district controls. (Generally 45% of lot depth averaged to within 25% consistent with neighbors at all levels)

P=Permitted
NP=Not Permitted
C=Conditional Use

Figure 3. ZONING DISTRICT TABLE

ate new retail uses and services oriented to the street, with as much housing as possible on upper floors. New uses should maintain the overall pedestrian orientation of these streets.

POLICY 1.1.4

As SoMa West evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood-serving uses to support an increasing residential population.

There is a demonstrated need for neighborhood-serving uses in the SoMa West area. As its residential population increases, adequate space for retail activities and other services are encouraged as part of the overall mix of uses in the area. While some amount of office uses will be permitted, it will not be allowed to dominate the ground floor in areas where significant new housing is proposed.

POLICY 1.1.5

Reinforce the importance of Market Street as the city's cultural and ceremonial spine.

Market Street has historically been the city's most important street. New uses along Market Street should respond to this role and reinforce its value as a civic space. Ground-floor activities should be public in nature, contributing to the life of the street. High-density residential uses are encouraged above the ground floor as a valuable means of activating the street and providing a 24-hour presence. A limited amount of office use is permitted in the Civic Center area as part of the overall mix of activities along Market Street.

POLICY 1.1.6

Preserve and enhance the role of cultural and educational institutions in the plan area.

Major cultural institutions such as City Hall, the Opera House, Herbst Theatre, and the SFLGBT Community Center are vital assets adjacent to the neighborhood and will retain their role as major regional destinations.

POLICY 1.1.7

Encourage the creation of space dedicated to community services on Market Street within the Upper Market NCT.

In recent years, Upper Market Street has housed commercial space to important community-serving organizations offering aid for homeless, disadvantaged and/or those with special health needs. In part, this has been made possible due to the relatively low commercial rents. With the removal of the Central Freeway north of Market Street, the neighborhood may become increasingly expensive for some community service providers. These existing services should be fostered and new community-serving uses should be encouraged in larger, new development. There is much the Planning Department can do, primarily through the permitting process where land use issues are reviewed, to support proposals for new facilities and resist changes that may damage existing ones. These valuable community services should be kept within a convenient walking distance.

New development can significantly contribute to the neighborhood by including community serving uses in their proposals. Modern service delivery models link services to housing, and accordingly, many funding sources require on-site community service space. Proposals for a change of land use or other change would be encouraged to retain community services or facilities unless: (i) a suitable replacement service or facility is available within a convenient distance; or (ii) the use of the site/building for community service/facility purposes cannot be continued or be made viable in the longer term.

POLICY 1.1.8

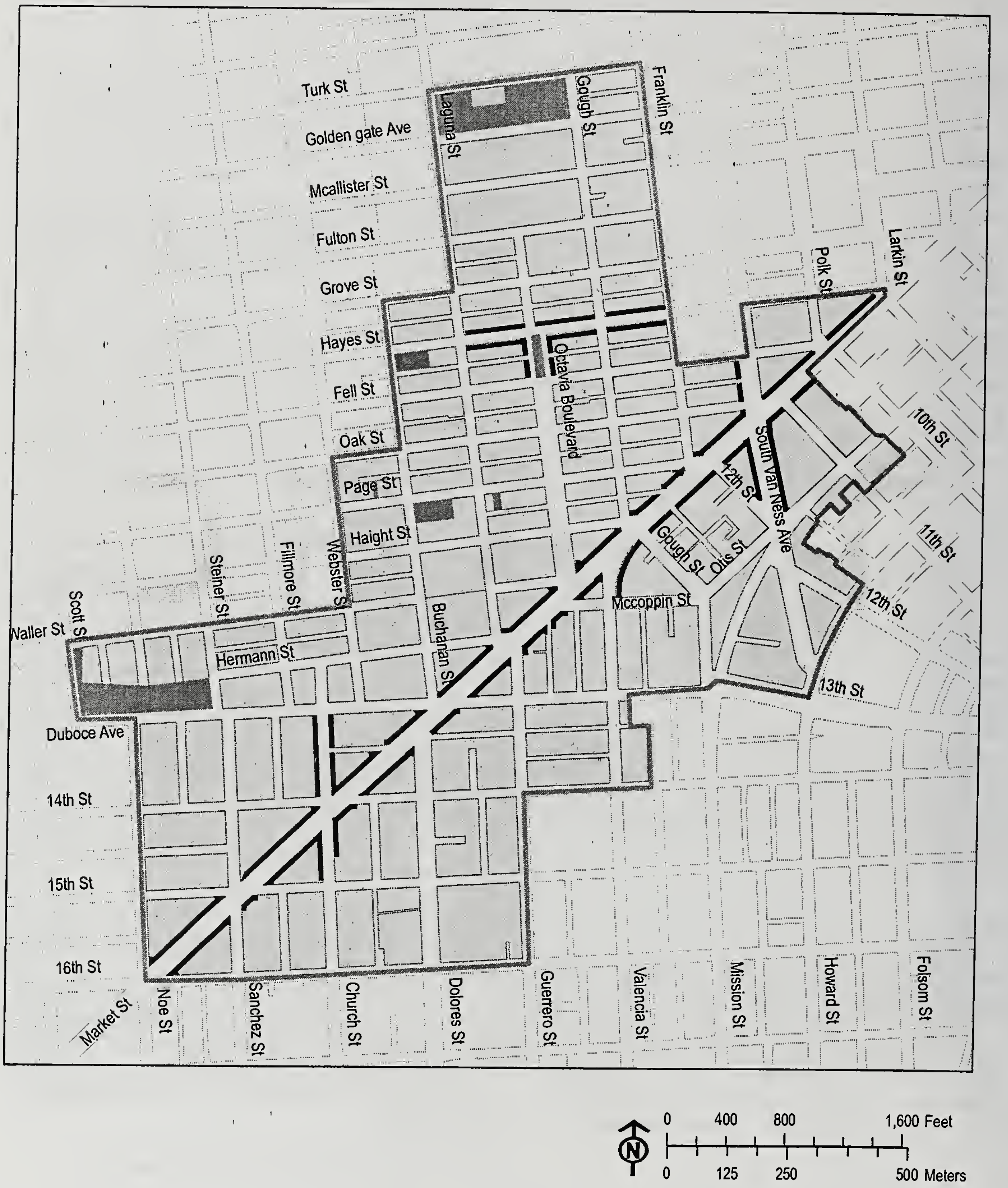
Reinforce continuous retail activities on Market, Church, and Hayes Streets, as well as on Van Ness Avenue.

On the frontages indicated above, maximize neighborhood-serving retail activities on the ground floor for new development and substantial alterations, providing retail uses for at least 75 percent of the frontage on the ground floor.

See Map 2 Frontages Where Retail is Required

FRONTAGES WHERE GROUND FLOOR RETAIL IS REQUIRED

Map 2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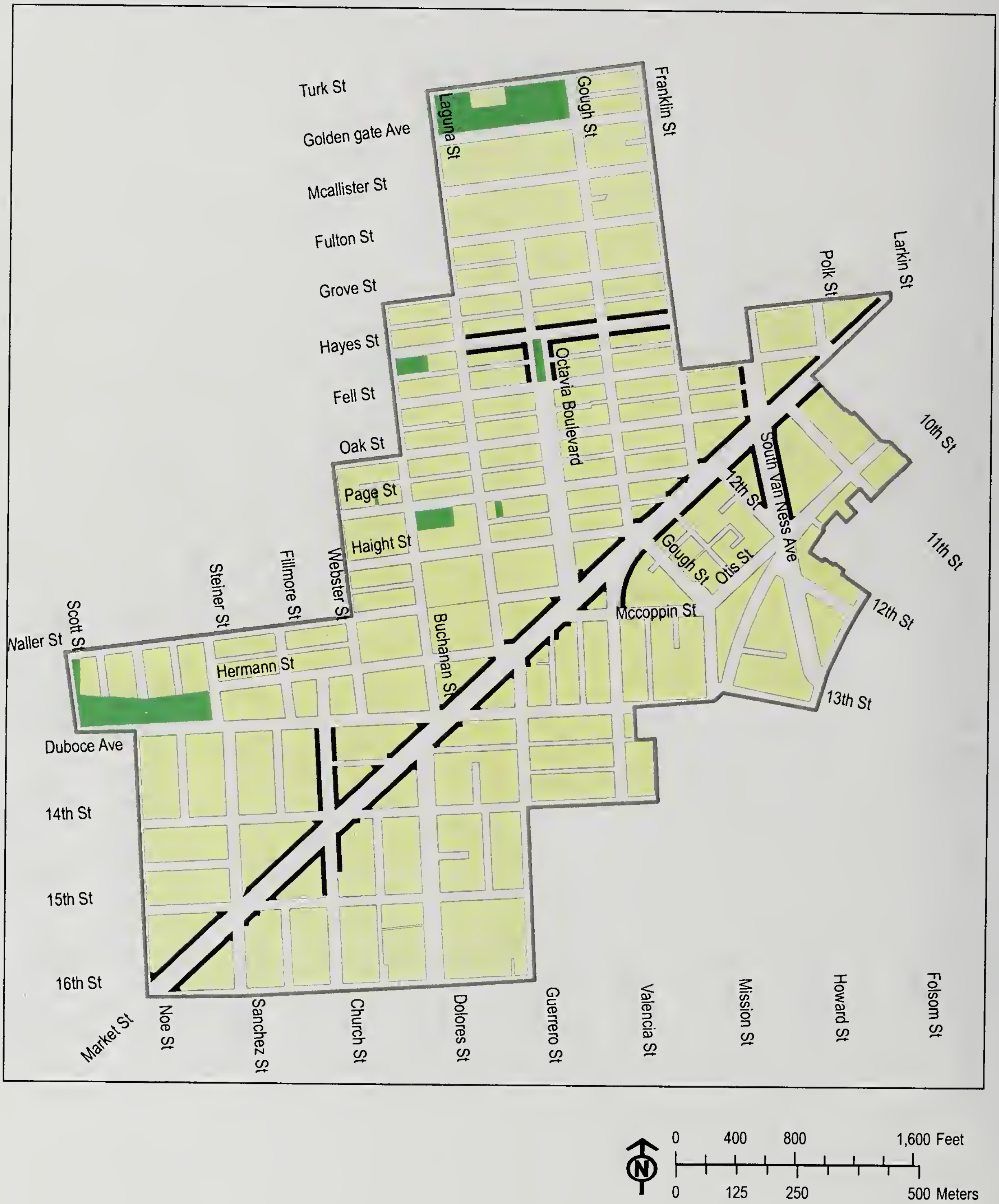
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POLICY 1.1.9

Allow small-scale neighborhood-serving retail and other community-serving uses at intersections in residential districts.

In the RTO district, allow retail uses up to 1,200 square feet. Limit the hours of operation for these uses to 7 AM to 10 PM.

POLICY 1.1.10

Recognize the importance of public land and preserve it for future uses.

As a considerable amount of publicly zoned land will be converted from a freeway to housing, it will increase the demands on the remaining public lands in the plan area. Publicly zoned land is crucial to the functioning of a healthy city and neighborhood. Publicly zoned lands provide opportunities for crucial facilities such as schools, firehouses, libraries, recreation centers, open space, city institutions and public utilities. Over time, acquiring public land has only become more difficult and more costly. When public land that is zoned "open space" becomes surplus to one specific public use, the General Plan states that it should be reexamined to determine what other uses would best serve public needs. The Open Space Element of the General Plan states that public land both designated as "surplus" and "open space" should first be considered for open space. If not appropriate for open space, other public uses should be considered before the release of public parcels to private development.

OBJECTIVE 1.2

ENCOURAGE URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

The plan's urban form and height proposal is based on enhancing the existing variety of scale and character throughout the plan area. The plan adjusts heights in various locations to achieve urban design goals and to maximize efficient building forms for housing, given building code, fire, and other safety requirements. The heights ensure that new development contributes positively to the urban form of the neighborhood and allows flexibility in the overall design and architecture of individual buildings.

The height map on the following page implements the following policies:

POLICY 1.2.1

Relate the prevailing height of buildings to street widths throughout the plan area.

It is the height and mass of individual buildings that define the public space of streets. Building heights have historically been strongly related to the width of streets in the Market and Octavia neighborhood and elsewhere in the city. Where building heights are related to the width of the facing streets, they enclose the street and define it as a comfortable, human-scaled space with ample light and air.

The permitted heights should strengthen the relationship between the height of buildings and the width of streets, as shown in Map 3 Height Districts

POLICY 1.2.2

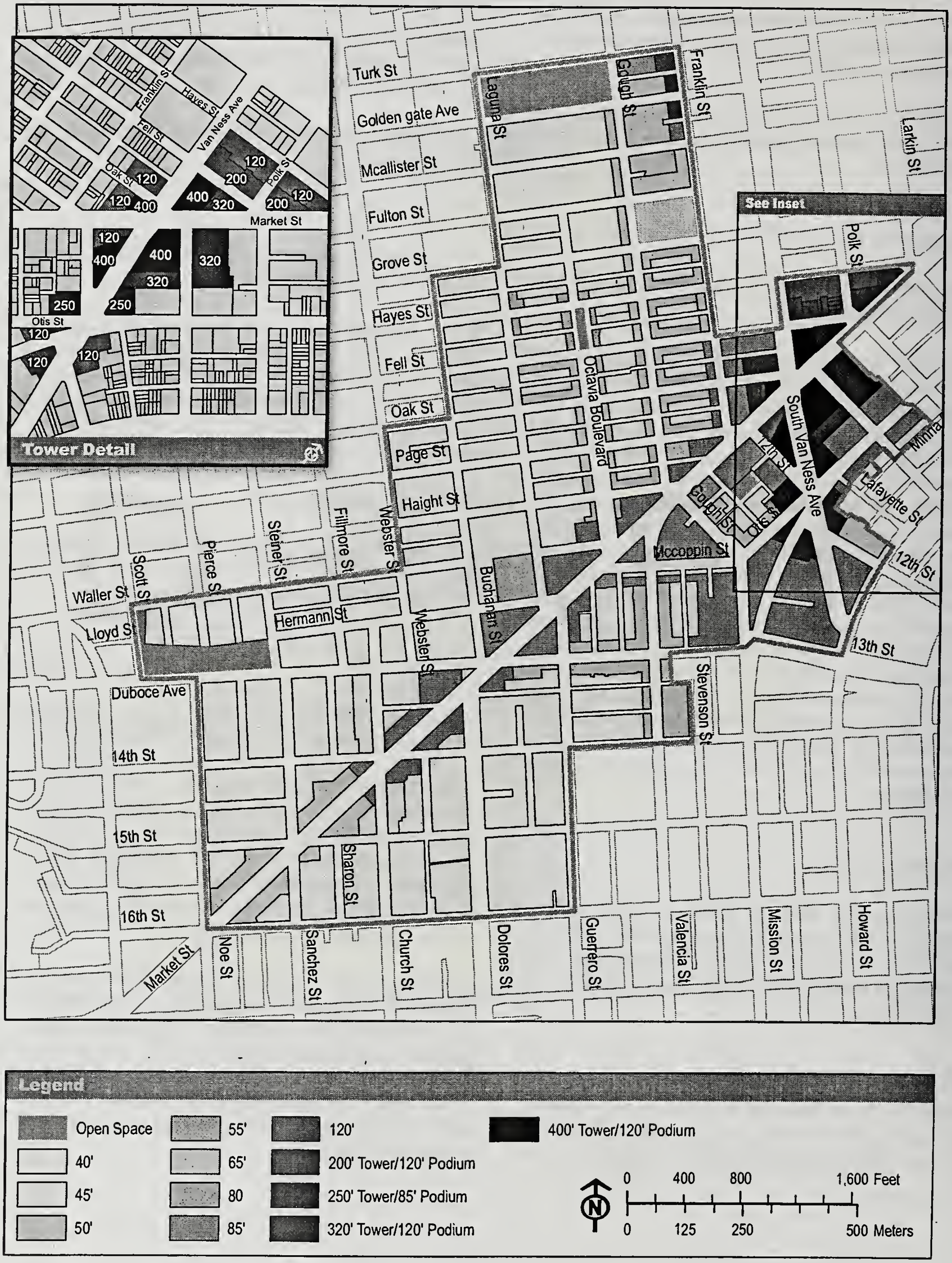
Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

Proposed heights in neighborhood commercial districts are adjusted to maximize housing potential within specific construction types. Where ground floor commercial is most desirable, existing 40- and 50-foot height districts are adjusted to permit an additional five feet of height provided that it is used to create more generous ceiling heights on the ground floor.

It is also common in the Market and Octavia neighborhood, as with the rest of San Francisco, to provide housing above ground floor commercial spaces along neighborhood commercial streets. This not only provides much-needed housing close to services and, in most cases, transit, but also provides a residential presence to these streets, increasing their vitality and the sense of safety for all users

HEIGHT DISTRICTS

Map 3


Tower Detail
Franklin St
Hayes St
Van Ness Ave
Fell St
Oak St
Polk St
Market St
Otis St
120
200
400
320
250
See Inset
Turk St
Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Waller St
Lloyd St
Hermann St
Duboce Ave
14th St
15th St
16th St
Market St
Laguna St
Gough St
Franklin St
Larkin St
Polk St
Octavia Boulevard
South Van Ness Ave
12th St
Gough St
Otis St
Mccoppin St
Lafayette St
Minna
13th St
Stevenson St
Scott St
Pierce St
Steiner St
Fillmore St
Webster St
Buchanan St
Sharon St
Noe St
Sanchez St
Church St
Dolores St
Guerrero St
Valencia St
Mission St
Howard St
Legend
Open Space
40'
45'
50'
55'
65'
80
85'
120'
200' Tower/120' Podium
250' Tower/85' Podium
320' Tower/120' Podium
400' Tower/120' Podium
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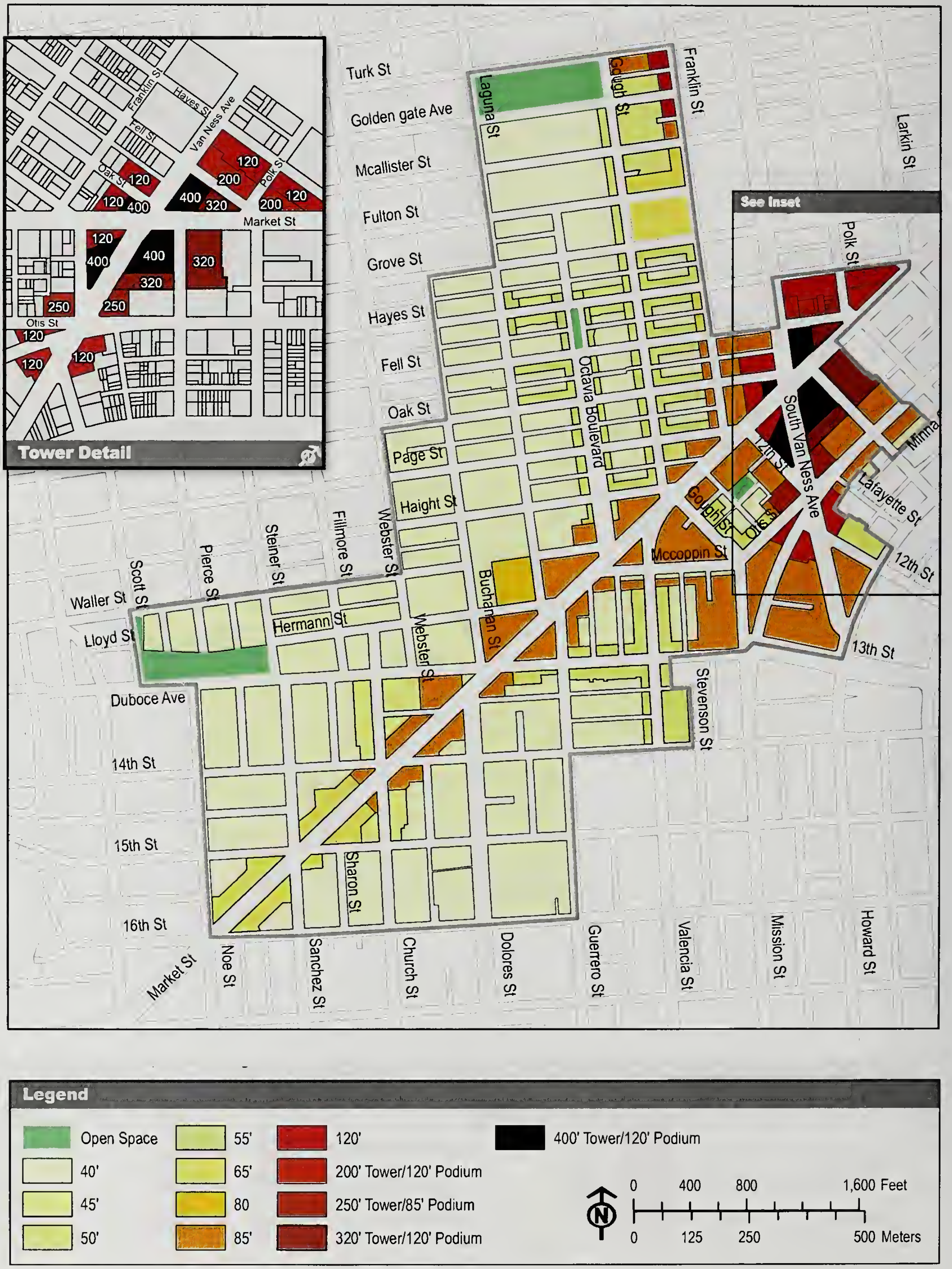
125
250
500 Meters

HEIGHT DISTRICTS

Map 3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250' Tower/85' Podium
320' Tower/120' Podium
400' Tower/120' Podium
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1,600 Feet
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125
250
500 Meters

POLICY 1.2.3

Limit heights along the alleys in order to provide ample sunlight and air in accordance with the plan principles that relate building heights to street widths.

- In order to maximize light in alleys given their narrow scale, heights in alleys are generally limited to 40 feet, however:

- Heights in alleys are lowered on the southern side of east/west residential alleys to preserve a 50 degree sun angle from the north sidewalk to the building corner in order to provide adequate sunlight to the public right-of-way. For a 35-foot wide alley, this gives a maximum streetwall height of 35-feet.

POLICY 1.2.4

Encourage buildings of the same height along each side of major streets.

Streets work well as public spaces when they are clearly defined by buildings of a similar height on both sides of the street.

POLICY 1.2.5

Mark the intersection of Van Ness Avenue and Market Street as a visual landmark.

The City's height controls reinforce clusters of taller buildings on tops of some hills, in the downtown core, and along Market Street in the downtown. Heights increase at the Van Ness Avenue and Market Street intersection and taper down to surrounding low-rise areas.

POLICY 1.2.6

Mark the block of Market Street from Buchanan Street to Church Street as a gateway to the Castro.

The block of Market Street from Buchanan Street to Church Street marks the entrance to the Castro. At Buchanan Street, heights and form respond to Mint Hill and preserve views to the Mint from Dolores Street. At Church Street, building forms should accent this point, with architectural treatments that express the significance of the intersection. The height map allows for buildings up to 85-feet in height at the intersection of Church and Market Streets. Special architectural features should be used at the corners of new buildings to express the visual importance of this intersection.

POLICY 1.2.7

Encourage new mixed-use infill on Market Street with a scale and stature appropriate for the varying conditions along its length.

Market Street is a uniquely monumental street, with buildings along its length that have a distinctive scale and stature, especially east of its intersection with Van Ness Avenue. West of Van Ness Avenue, new buildings should have a height and scale that strengthens the street's role as a monumental public space. A podium height limit of 120-feet along Market Street is established east of Van Ness Avenue, consistent with its width. Buildings heights step down to 85 – 65-feet along Market Street west of Van Ness Avenue, providing a transition to surrounding areas.

POLICY 1.2.8

Encourage the development of slender residential towers above the base height in the SoMa West area along South Van Ness Avenue between Market and Mission Streets, and along the Market Street corridor.

Where residential towers are permitted above the width of the street ("street wall height"), establish zoning controls to ensure that tower forms allow adequate light and air to reach dwelling units and minimize shadow to streets and open spaces. To avoid a bulky appearance on the skyline, a tower's floor plate will be regulated; floor plate size will be limited in proportion to tower height.

POLICY 1.2.9

Discourage land assembly where there is a pattern of individual buildings on small lots.

A close-knit pattern of individual buildings on small lots is what has made the Market and Octavia neighborhood successful as an urban place over time and is one of its chief assets. The neighborhood is built on a traditional fabric of lots that are small, narrow and deep, which provides for an enriching block face, diversity of buildings, and stimulating pedestrian experience. The small scale of development should be retained.

POLICY 1.2.10

Preserve midblock open spaces in residential districts.

Residential districts in the plan area have a well-established pattern of interior-block open spaces that contribute to the livability of the neighborhood. Along some of the area's primary streets, 65-feet and higher height districts directly abut smaller scale residential districts of 40-feet or lower height districts. Care must be taken to sculpt new development so that light and air are preserved to midblock spaces. Upper Market NCT lots that abut residential midblock open spaces will be required to provide rear-yards above the first floor.

2. HOUSING

Housing is an essential human need. No single issue is of more importance than how we provide shelter for ourselves. Housing is in chronically short supply in San Francisco, particularly for those with low and moderate incomes. The Market and Octavia neighborhood presents a unique opportunity, because new housing can build upon and even enhance its vitality and sense of place. This plan encourages housing as a beneficial form of infill development—new buildings at traditional scales and densities, reflecting the fine-grained fabric of the place.

In many respects, this plan does not diverge from established and continually evolving citywide policies and programs of housing affordability. It does not establish new inclusionary standards, new funding mechanisms, nor create its own solutions to homelessness in the city. On these matters, which cannot be affected on an area-by-area basis, The Plan defers to larger citywide solutions.

Existing sound housing stock is a precious resource and should be preserved and supported. No demolitions, removals, nor wholesale clearings as in redevelopment projects of old are proposed. Dwelling unit mergers are strongly discouraged.

The fundamental principles are:

- *Provide ample and diverse housing opportunities to add to the vitality of the place.* Maximize housing opportunities to serve a variety of people. The Plan does so by looking to the prevailing built form of the area and carefully prescribing controls for building envelopes to emulate that form. Controls that limit building area by restricting housing are eliminated in favor of well-defined height and bulk controls and urban design guidelines, encouraging building types more in keeping with the area's established development pattern, and allowing greater flexibility in the type and configuration of new housing.

- *Housing can be built more efficiently, affordably, and more consistent with neighborhood character if parking is not required.* Because public transit, walking, and bicycling are convenient and attractive ways to get around in the Plan area, residents here often live with fewer cars, or without a car at all. The fact that they need to own, store, and maintain fewer cars not only enables residents to live more affordably, but will also allow new housing to capitalize on the area's accessibility by other transportation modes. This will ensure that new housing adds life to the area without adding new cars to its streets, be more affordable both to developers and residents, and minimize the negative impacts of parking facilities on neighborhood streets.

The traditional housing stock in the Market and Octavia neighborhood supports a variety of living arrangements—individual homes, flats, apartments—some owned but mostly rented, including various forms of group housing and assisted living. While the living spaces in older buildings typically have a strong relationship to the street, expressed through stoops and bay windows, newer housing often has a weaker relationship to the street, largely because of the space consumed by blank walls and garage doors that parking presents to the neighborhood.

Creating housing for a diverse population includes housing people who are elderly or who have disabilities. Such people are confronted with multiple challenges in daily living. All housing types, including new affordable housing, new infill housing, and enhancements to existing housing should be mindful of these challenges and ease the burden where possible. It remains pivotal that the housing stock be as diverse as the city's population.

OBJECTIVE 2.1

REQUIRE DEVELOPMENT OF MIXED-USE RESIDENTIAL INFILL ON THE FORMER FREEWAY PARCELS.

The removal of the Central Freeway and construction of Octavia Boulevard has created 22 publicly owned parcels, on about 7 acres of land. In keeping with the city's existing policy of using surplus publicly owned land to house San Francisco residents, approximately one-half of these parcels have been earmarked for affordable housing, including a substantial amount of senior housing. In keeping with the mixed-use character of the neighborhood, commercial uses are encouraged on the ground floor of new development on the freeway parcels; commercial uses are required on parcels fronting Hayes Street and portions of Octavia Boulevard.

POLICY 2.1.1

Develop the Central Freeway parcels with mixed-use, mixed- income (especially low income) housing.

The increase in property values due to the public investments in Octavia Boulevard should be coupled with the development of affordable housing on the remaining freeway parcels so that the Market & Octavia area remains a socially sustainable, mixed-income neighborhood. Affordable housing should ideally be distributed among a variety of different housing types and levels of affordability, rather than concentrated in individual projects.

OBJECTIVE 2.2

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

There are numerous opportunities for small-scale infill housing to be constructed throughout the plan area. Every effort should be made to make it attractive and viable to build housing. New units can be added to existing residential uses, and new housing can be built on small lots—providing essential housing within the area's established urban fabric. The plan encourages more housing to be built close to transit and services, provided that it meets the urban design and transportation objectives outlined elsewhere in this plan.

POLICY 2.2.1

Eliminate housing density maximums close to transit and services.

While appropriate in less developed areas, density maximums unnecessarily constrain the housing potential of infill development in relatively dense, established urban neighborhoods like the Market and Octavia area. Carefully-prescribed controls for building height, bulk, light and air, open space, and overall design can successfully control a building's physical characteristics while allowing the maximum amount of housing opportunity within it. Flexibility and creativity leads to new potential consistent with the traditional fine-grained character of the area.

POLICY 2.2.2

Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.

Greater unit density does not necessarily correlate to housing for more people. For new construction, the new policies are meant to allow flexibility to accommodate a variety of housing and household types, such as student, extended family, or artist housing, as well as development on small and irregular lots. For instance, the Octavia Boulevard parcels are narrow and irregular, and economically and architecturally reasonable projects will likely require more units and flexibility than earlier zoning would allow. Therefore, these controls balance the need for a flexible process that allows innovative and dense designs on irregular parcels, while also providing sufficient control so that existing housing stock and family-sized units are preserved. One goal of The Plan is to ensure the market does not produce only projects with small units. A unit mix requirement will apply to any project larger than 4 units. Subdivisions will be permitted only when the resulting units retain some larger units.

POLICY 2.2.3

Eliminate residential parking requirements and introduce a maximum parking cap.

Minimum parking requirements are one of the most significant barriers to the creation of new housing, especially affordable housing, and transit-oriented development in the plan area. Providing parking as currently required reduces the total number of units that can be accommodated on a given site and increases the cost of individual units to residents.

The amount of off-street automobile parking provided can be tailored to achieve larger community goals such as mobility, convenience, and economic development. To meet the larger goals of this plan, the parking policies for the Market and Octavia area have been developed to support the plan's highest priorities for good place making:

- Maximize the provision of housing.
- Maximize the affordability of that housing consistent with creating a healthy, mixed income neighborhood.
- Minimize the disruptive effect of traffic, particularly peak-period commute traffic.
- Build on the neighborhood's accessibility by transit, bicycle, and on foot.
- Support the creation and retention of small retailers and other commercial businesses, especially locally serving retail.

POLICY 2.2.4

Encourage new housing above ground-floor commercial uses in new development and in expansion of existing commercial buildings.

Several stories of housing above ground-floor commercial uses is typical on neighborhood commercial streets throughout San Francisco. This pattern links housing directly to the services on the street, provides a variety of housing types (typically more studio and one-bedroom units) and encourages a 24-hour presence of people living, shopping, and working on the street.

POLICY 2.2.5

Encourage additional units in existing buildings.

New housing can be provided incrementally without significant changes to the physical form of the area by adding accessory units to existing buildings. Because these units are typically smaller and directly attached to existing units, they are an ideal way to provide housing for seniors, students, and people with low-income or special needs. Additions to existing buildings and conversions of ground floor spaces that create new housing units are allowed and encouraged. Encourage the addition of units to existing residential buildings throughout the area. Encourage the conversion of garage spaces to housing units and the restoration of on-street parking spaces. Where such a conversion would remove off-street parking, require the removal of the curb cut and the planting of at least one new street tree.

POLICY 2.2.6

Where possible, simplify zoning and planning controls to expedite the production of housing.

Planning code policies and project review procedures can sometimes create uncertainty and ultimately raise the costs of new housing. For projects that respond to the goals and meet the standards of this plan, the permitting process should be simple and easy to administer. With clear zoning controls and urban design guidelines in place, discretionary actions requiring a Planning Commission hearing will be avoided where possible. Consistency with the policy and intent of this plan should be the primary factor in deliberations.

OBJECTIVE 2.3

PRESERVE AND ENHANCE EXISTING SOUND HOUSING STOCK.

The Market and Octavia neighborhood has approximately 10,500 housing units today, providing homes to more than 23,000 people. In contrast to new housing, existing housing tends to be more affordable. The area's existing housing stock should be preserved as much as possible.

POLICY 2.3.1

Prohibit residential demolitions unless they would result in sufficient replacement of existing housing units. Even when replacement housing is provided, demolitions should further be restricted to ensure affordable housing and historic resources are maintained.

The City's *General Plan* discourages residential demolitions, except where it would result in replacement housing equal to or exceeding that which is to be demolished. This policy will be applied in the Market & Octavia area in such a way that new housing would at least offset the loss of existing units, and the City's affordable housing, and historic resources would be protected. The plan maintains a strong prejudice against the demolition of sound housing, particularly affordable housing.

Even when replacement housing is provided, demolitions would be permitted only through conditional use in the event the project serves the public interest by giving consideration to each of the following: (1) affordability, (2) soundness, (3) maintenance history, (4) historic resource assessment, (5) number of units, (6) superb architectural and urban design, (7) rental housing opportunities, (8) number of family-sized units, (9) supportive housing or serves a special or underserved population, and (10) a public interest or public use that cannot be met without the proposed demolition.

POLICY 2.3.2

Discourage dwelling-unit mergers.

Dwelling-unit mergers reduce the number of housing units available in an area. If widespread, over time, dwelling unit mergers can drastically reduce the available housing opportunities, especially for single- and low-income households. This plan maintains a strong prejudice against dwelling unit mergers with the goal of maintaining the neighborhood housing stock and an appropriately balanced distribution of unit sizes.

OBJECTIVE 2.4

PROVIDE INCREASED HOUSING OPPORTUNITIES AFFORDABLE TO HOUSEHOLDS AT VARYING INCOME LEVELS.

In addition to preserving and increasing the supply of housing in the area, there is much that can be done to make housing more affordable and to reduce unnecessary costs associated with producing it. By building on the area's existing strengths as an accessible, mixed-use neighborhood, housing costs associated with car ownership can be reduced, making housing substantially more affordable.

POLICY 2.4.1

Disaggregate the cost of parking from the cost of housing.

In much of the housing built under current parking requirements, the cost of parking is "bundled" into the cost of owning or renting a home, requiring households to pay for parking whether or not they need it. As part of an overall effort to increase housing affordability in the area, costs for parking should be separated from the cost of housing and, if provided, offered optionally. To support this, encourage parking provided in new residential developments to be made publicly available for lease. Encourage private developers to partner with carsharing programs in locating carshare parking in new buildings. Encourage shared use of private and public parking facilities to meet residential needs, including surplus parking available in the Opera Plaza and Civic Center Garages.

POLICY 2.4.2

Encourage lending institutions to expand the existing "location efficient mortgage (LEM) program" and allow residents to leverage the plan area's advantages as a walkable, transit-accessible neighborhood.

As part of the burgeoning LEM program, these savings can enable residents to qualify for a larger mortgage for a home. Develop programs to highlight Market and Octavia as a "location-efficient" neighborhood as part of the LEM program.

POLICY 2.4.3

Encourage innovative programs to increase housing rental and ownership opportunities and housing affordability.

The city should encourage the development of a community land trust in the area, and support the exploration of other innovative approaches to reducing housing costs for homeowners and renters.

POLICY 2.4.4

Housing stock is monitored for changes in character.

As part of the monitoring system, the housing stock shall be monitored for changes to unit size, type of unit mix, density and general housing character. The types of housing opportunities are closely linked to the people who will be able to live in that neighborhood. Over time, the neighborhood is sure to change in some respects. Regular monitoring reports to the public can help provide opportunity for residents to become aware of change and direct changes to the benefit of the community at large. The monitoring report shall track new development, subdivisions, demolitions and condo-conversions, especially for effects to affordable housing and historic buildings.

3. BUILDING WITH A SENSE OF PLACE

Buildings define the public realm in addition to providing space for a myriad of private activities. They provide the setting for people to meet and interact informally and shape the neighborhood's range of social experiences and offerings. Building height, setback, and spacing define the streets, sidewalks, plazas, and open space that comprise the community's public realm. Buildings shape views and affect the amount of sunlight that reaches the street. The uses of buildings and their relationships to one another affect the variety, activity, and liveliness of a place. Buildings with a mix of uses, human scale, and interesting design contribute to attractive and inviting neighborhoods, and are vital to the creation of lively and friendly streets and public spaces. In the best cases, the defining qualities of buildings along the street create a kind of "urban room" where the public life of the neighborhood can thrive.

OBJECTIVE 3.1

ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.

For all new buildings and major additions, ensure that fundamentals of good urban design are followed, while allowing for freedom of architectural expression. A variety of architectural styles (e.g. Victorian, Edwardian, Modern) can perform equally well. Proposed buildings should relate well to the street and to other buildings, regardless of style. In its architectural design and siting, new construction should reflect and improve on the scale, character, and pedestrian friendliness of the street and the neighborhood. Design should be consistent with the accompanying design guidelines; the guidelines do not address architectural style. The intent is to encourage buildings with a human scale that contribute to the establishment of inviting and visually interesting public places, consistent with the area's traditional pattern of development.

Policy 3.1.1

Ensure that new development adheres to principles of good urban design.

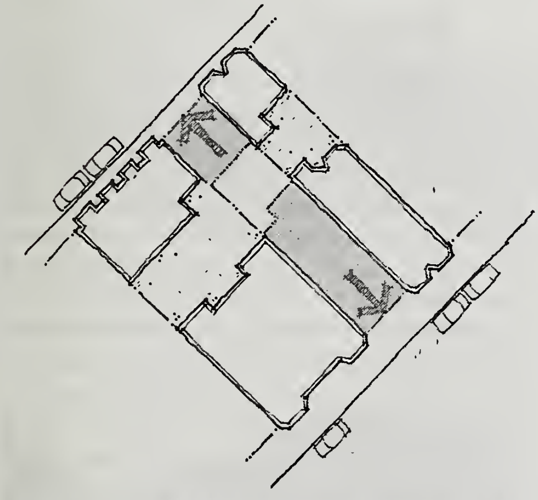
New development will take place over time. Modest structures will fill in small gaps in the urban fabric, some owners will upgrade building facades, and large underutilized land areas, such as the former Central Freeway parcels, will see dramatic revitalization in the years ahead.

The following Fundamental Design Principles apply to all new development in the Market and Octavia area. They are intended to supplement existing design guidelines, Fundamental Principles in the *General Plan* and the Planning Department's *Residential Design Guidelines*. They address the following areas: (1) Building Massing and Articulation; (2) Tower Design Elements; (3) Ground Floor Treatment, further distinguished by street typology, including (a) Neighborhood Commercial Streets, (b) Special Streets - Market Street, and (c) Alleys; and (4) Open Space.

FUNDAMENTAL DESIGN PRINCIPLES FOR BUILDING MASSING AND ARTICULATION

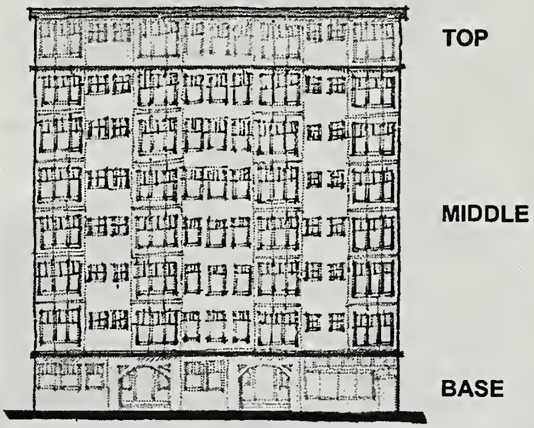
The way we experience a building is determined largely by its massing and articulation. Buildings in most San Francisco neighborhoods are no more than five stories tall, built on narrow lots, and have bay windows or other kinds of projections. This gives them a distinct rhythm and verticality, and breaks down the scale to that of the human activity taking place inside and around them. This further relates buildings to the human activities in the street.

1. *Most new buildings should be built to all property lines facing public rights-of-way.* In the Market and Octavia neighborhood, buildings commonly front directly onto the public realm - - streets and alleys - - and are set back only to accommodate elements.

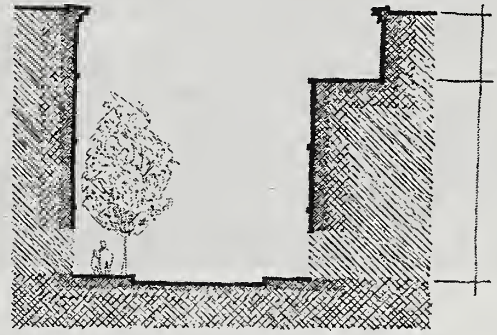


Construct infill development to property lines

2. *Taller buildings should include a clearly defined base, middle, and top.* The middle of buildings should be clearly distinguished from the base and articulated with windows, projections, porches, and/or balconies. The roof, cornice, or parapet area should be well integrated with the building's overall composition, visually distinctive, and include elements that create skyline interest. Roof forms should be drawn from the best examples in the area. Above five stories, top floor(s) should be incorporated into an appropriately scaled expression of the building's top.



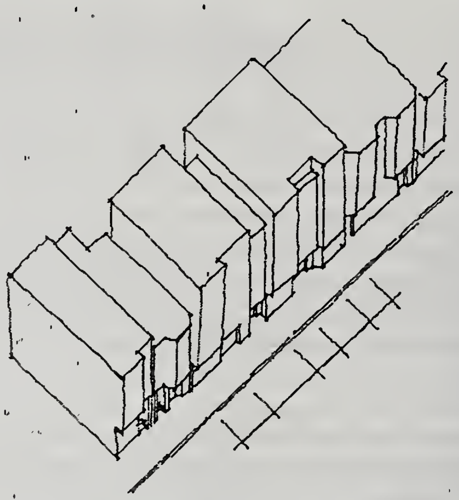
3. *Use of setbacks to reduce mass.* Upper-floor setbacks or other architectural techniques that reduce the overall massing should be considered where a building would exceed a height equal to the width of the facing street, or differ by one or more stories, from the prevailing height of adjacent buildings.



4. *Building façades should include three-dimensional detailing; these may include bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest.* In most cases, a minimum window reveal of two inches should be incorporated and sliding windows or applied mullions should not be incorporated on windows facing the street or the public realm (streets, alleys and other publicly-accessible spaces). Windows and cornices are especially important elements contributing to the creation of a comfortable

"urban room" and pedestrian environment. Upper floors may include smaller, vertically proportioned windows punched into walls, projections such as bay windows, or small balconies. Windows should typically be vertical to reflect traditional arrangements found throughout San Francisco. Other façade elements that contribute to visual interest may include awnings, canopies, projections, trellises, and detailed parapets.

5. *Building façades that face the public realm should be articulated with a strong rhythm of regular vertical elements.* There is a well-established pattern of individual buildings on 25- to 50-feet wide lots in the residential and neighborhood commercial areas of the Market and Octavia neighborhood. While buildings occupy larger frontages along the Market and Mission Street corridor, they are typically broken up with a regular rhythm of projections, changes in massing, wall planes, and rooflines.



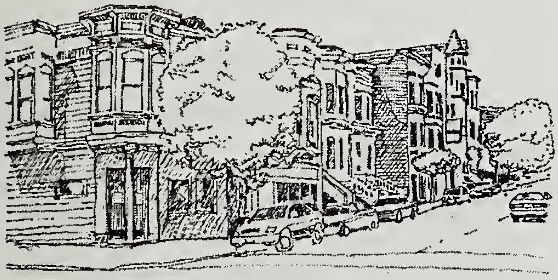
Individual buildings in the area are typically on 25 – 50 foot wide lots

6. *The façades of new buildings should extend this pattern.* New buildings should occupy narrow frontages and express a vertical orientation in their use of projections, windows, and other detailing. This is ideally achieved through individual buildings on narrow frontages. On wider lots, at the least, vertical elements should break down the visual scale of larger buildings and create a rhythm that visually minimizes overall massing, consistent with historic development patterns.

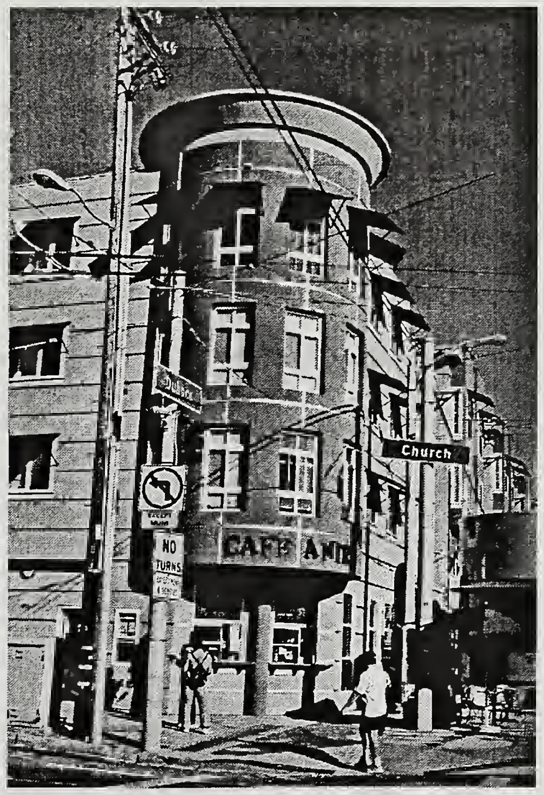
Although constructed on a large lot, this building façade replicates the traditional 25-50 foot-wide lot pattern through changes to the plane, color and roof line.

7. *Buildings on sloping sites should follow the slope to reinforce and accentuate the city's natural topography and maintain a strong relationship to the street.* One of the qualities most revered in San Francisco is streets and buildings that rise and fall in concert with topography. New buildings or additions should follow the slope of the street to accent and celebrate the natural topography and provide a vertical rhythm to the street. Where buildings fail to step up slopes, they adversely "flatten" the city's natural topography.

8. *For buildings on slopes, the ground floor and building entries should step-up in proportion to the slope between façade segments.*



9. *Special building elements and architectural features such as towers and special entries should be used strategically at street intersections and near important public spaces.* Throughout the Market and Octavia neighborhood, buildings with these elements contribute to a building's distinction as a landmark, help to define a gateway, draw attention to an important activity, or help define public gathering places and intersections.



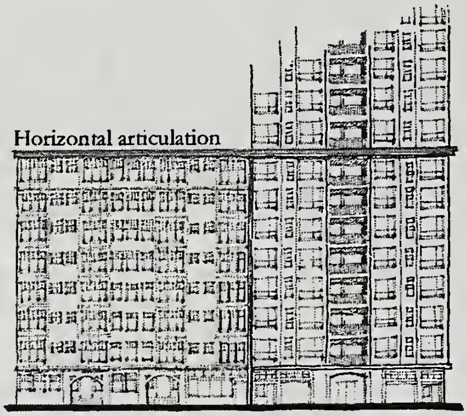
Corner Tall tower / bay element establishes a visual landmark at an important street intersection

10. *High-quality building materials should be used on all visible façades and should include stone, masonry, ceramic tile, wood (as opposed to composite, fiber-cement based synthetic wood materials), precast concrete, and high-grade traditional "hard coat" stucco (as opposed to "synthetic stucco" that uses foam).* Rich architectural detailing on individual buildings significantly contributes to the public realm. Detailing is encouraged to provide interest and create variation in wall planes; materials and level of detail should be drawn from the best examples in the area. Base and cornice materials should be balanced in material and color.

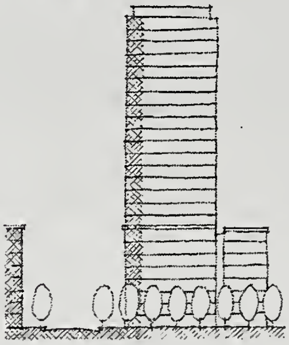
FUNDAMENTAL DESIGN PRINCIPLES FOR TOWERS

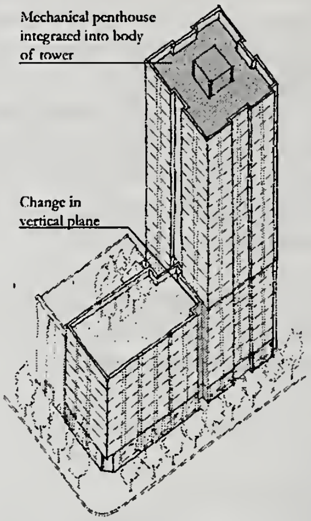
Towers may be permitted above a base height of 85 - 120-feet in selected locations in the Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD). Special urban design considerations are required for towers because of their potential visual impacts on the city skyline and on the quality and comfort of the street.

1. *Horizontal articulation at the street wall height should be employed.* Like all buildings, towers need to create an appropriate enclosure of the street. Some form of horizontal articulation is essential to mark the street wall height and frame the portion of the building's façade that marks the pedestrian zone.



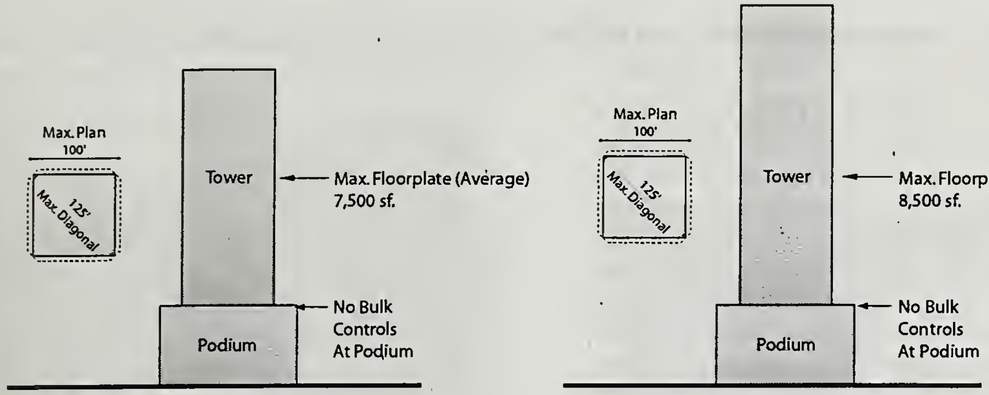
2. *A change in vertical plane should differentiate a tower element from the rest of the building.* A change in vertical plane differentiates the mass of the tower from that of adjacent buildings, focusing this massing on its base and setting it apart as a distinct building.





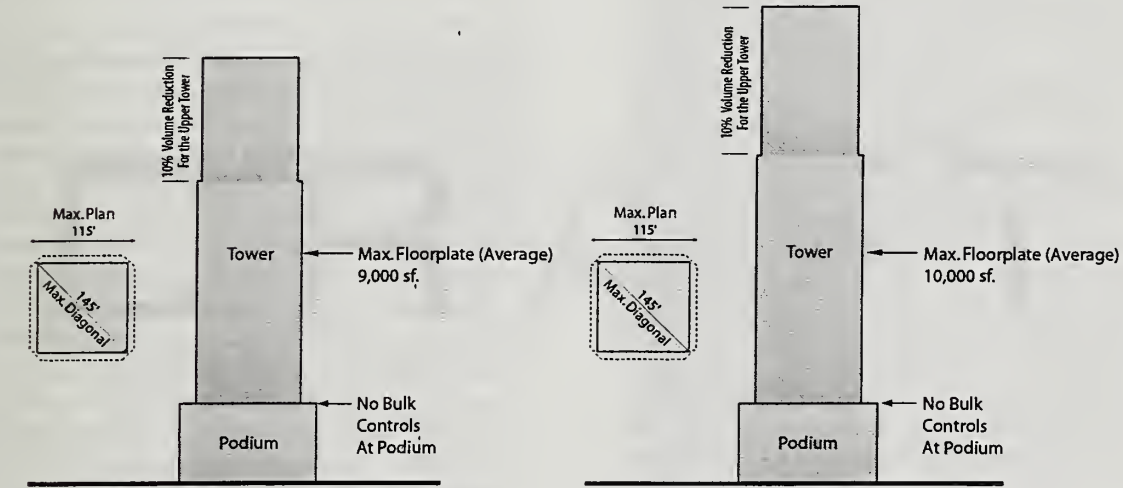
3. *Provide pedestrian comfort from wind.* There are significant winds in the Van Ness Avenue and the Market / Mission street corridor. Towers such as the Fox Plaza Tower channel winds down to the street level, resulting in unpleasant and potentially dangerous conditions for pedestrians. Redirected wind flows from new towers should not exceed 7 M.P.H. on Market Street and 11 M.P.H. on all other streets. Horizontal articulation, screens and other wind mitigation measures should be integrated into the overall massing, design and articulation of the building.

4. *Towers should be light in color.* For the most part, buildings in San Francisco are light in tone. The overall effect is that of a white city spread over the hills. To maintain continuity with this existing pattern, dark or disharmonious colors or building materials should be avoided. Highly reflective materials, particularly mirrored or reflective glass, should be avoided.


Max. Plan
100'
125'
Max. Diagonal
Tower
Max. Floorplate (Average)
7,500 sf.
No Bulk
Controls
At Podium
Podium
Max. Plan
100'
125'
Max. Diagonal
Tower
Max. Floorplate (Average)
8,500 sf.
No Bulk
Controls
At Podium
Podium

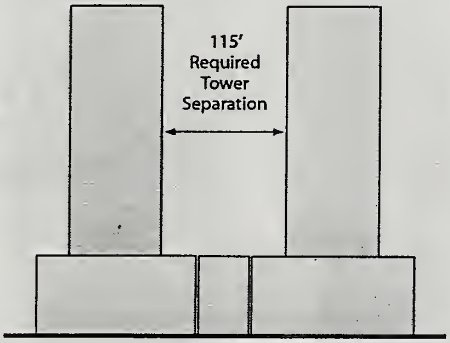
BUILDINGS BELOW 240'

BUILDINGS 240' - 300'


10% Volume Reduction
For the Upper Tower
Max. Plan
115'
145'
Max. Diagonal
Tower
Max. Floorplate (Average)
9,000 sf.
No Bulk
Controls
At Podium
Podium
10% Volume Reduction
For the Upper Tower
Max. Plan
115'
145'
Max. Diagonal
Tower
Max. Floorplate (Average)
10,000 sf.
No Bulk
Controls
At Podium
Podium

BUILDINGS 300' - 350'

BUILDINGS ABOVE 350'


115'
Required
Tower
Separation

NOTE: Podium heights vary from either 85' or 120' depending on location.

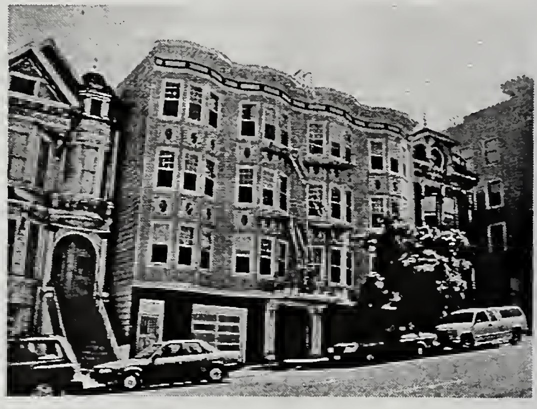
Figure 4. BULK AND SEPARATION CONTROLS FOR TOWERS

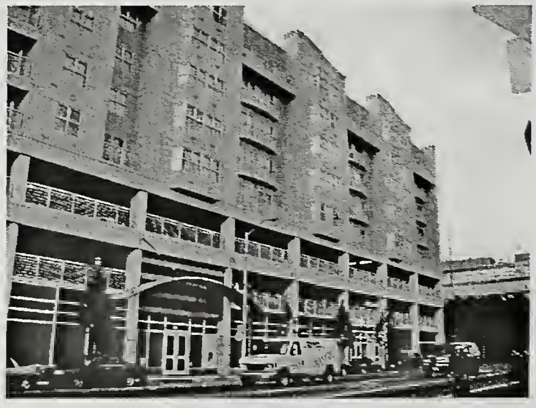
FUNDAMENTAL DESIGN PRINCIPLES FOR THE GROUND FLOOR

The design and use of a building's ground floor has a direct influence on the pedestrian experience. Ground floor uses in the area are devoted to retail, service, and public uses in mixed-use buildings and to residential units and lobbies in apartment buildings. These uses provide an active and visually interesting edge to the public life of the street, which is especially important on neighborhood commercial streets. Parking, which has become a common street-facing use in more recent buildings, dilutes the visual interest and vitality of the street. This plan maintains a strong presumption against permitting surface-level parking as a street-facing use; rather, it encourages retail, residential, and other active uses facing the street.

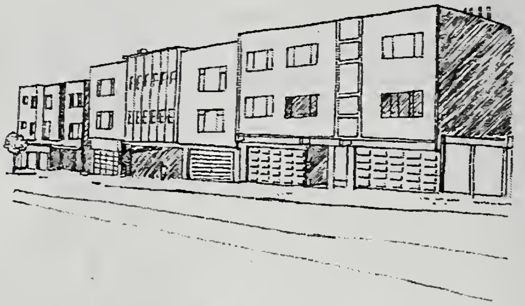
1. *Surface parking should not be permitted between the street-facing property line and the fronts of buildings in most instances.* The use of setbacks for parking detracts greatly from the sidewalk character and pedestrian comfort. Parking should not be permitted at the front of buildings, except on parcels with 25 feet or less of frontage, where it is in a garage that is integrated into the structure of the building.

The buildings in the two images below both have a density of 100 units to the acre. The building in the first image, built before parking requirements, provides one parking space for every four units. The building in the second image provides one parking space for every unit. It is four stories taller than the first building. On the street level, it offers little except views of the parked cars within.





2. *No more than 30 percent of the width of the ground floor may be devoted to garage entries or blank walls. This shall in no case require garage entries be less than 10 feet wide. Where curb cuts are expressly prohibited by this plan, garage entries are not permitted. No façade may feature garage entries that together total more than 20 feet in width.* The building area immediately facing the street should support residential or commercial uses, have a human scale, and contribute active uses to the street. Large garage entries are extremely detrimental to a street's design character and pedestrian safety,. Vehicular traffic crossing the sidewalk should be limited to the absolute minimum necessary to facilitate access to parcels. At least 70 percent of the width of the ground floor facing streets must be devoted to windows, entrances to dwelling units, store windows and entrances, landscaping or planters, and other architectural features that provide visual relief and interest.



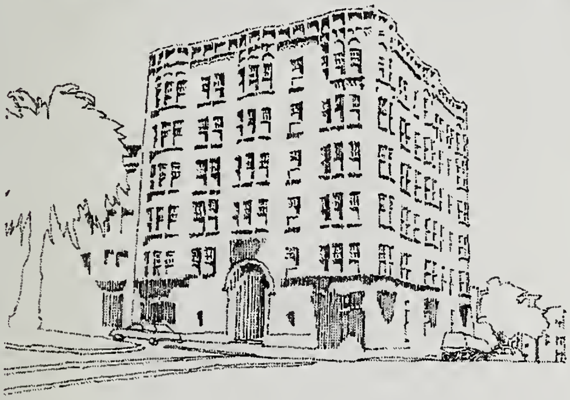
Excessively wide garage doors create a visually "dead" sidewalk.

3. *Parking should be located at the rear of the site and setback from street frontages wherever possible.*

4. *Eight-foot-wide garage entries are preferred over wider entries.*

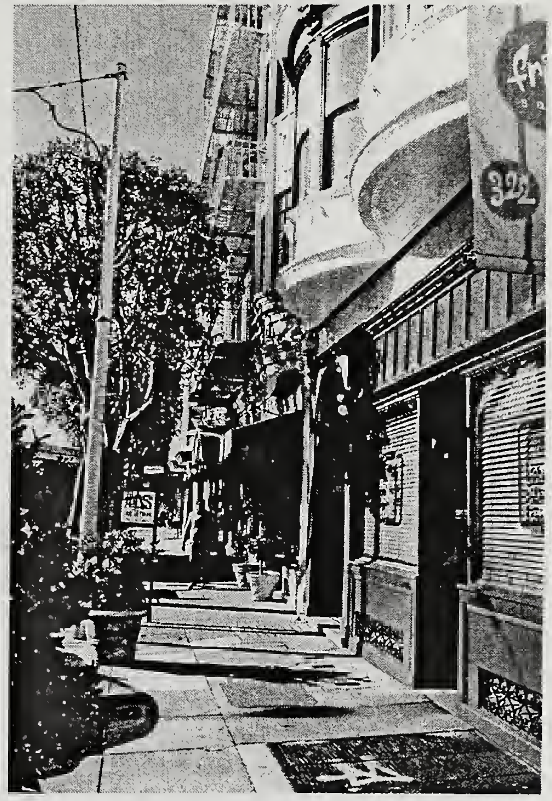
5. *Building entries and shop fronts should add to the character of the street by being clearly identifiable and inviting.* Blank walls (absent windows, entries, or ornamentation) should be avoided. Display windows with unobstructed views into interior spaces and building entrances should line major streets. Service functions such as trash, utility, or fire rooms, should not be placed at the street front where possible.

6. *Primary building entries may be set back from the street-facing property line, though no more than 5 feet from the street-facing façade, and if set back, should be no wider than 15 feet at the property line per individual entry.* A recessed entryway provides transition space between the public sidewalk and the private interior of the building, and is common in this neighborhood for both commercial and residential uses.

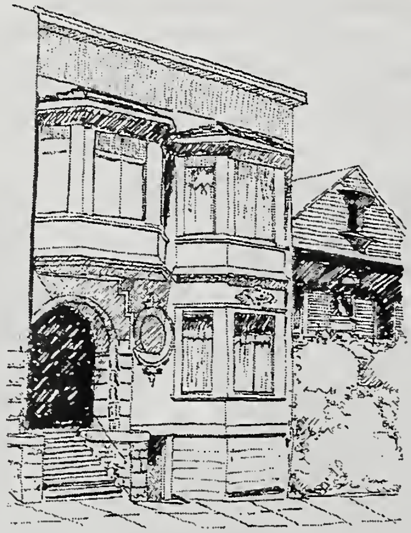


7. *New buildings should adhere to the existing Planning Code limitations on signage.* The character, size, and quality of signage projecting from buildings play an important role in the visual appeal and attractiveness of a street.

8. *Building projections and recesses, along with variations in materials and color and other architectural design features, should be used to emphasize pedestrian entries and de-emphasize garage doors and parking.*



9. *First-floor residential units are encouraged to be at least 3 feet above sidewalk level such that the windowsills of these units are above pedestrian eye level in order to maintain the units' privacy.* Successful ground floor residential units are often set slightly above the street grade, such that ground-floor living spaces look down on the street. Transitions between private space and the public space of the street, using stoops and other means, are encouraged.



Stairs elevate first floor residential units above pedestrian eye level and provide a transition between public and private space

10. *Residential units on the first to third floors should generally be directly and independently accessible from the sidewalk, rather than from common lobbies.* Individual entries to residential units help to provide rhythm to a building façade, contribute activity, interest, and "eyes" on the street, and enhance the sense of connectedness between residential units and the public life of the street. Direct residential entries from the street are appropriate in most buildings where they do not conflict with ground floor retail uses.

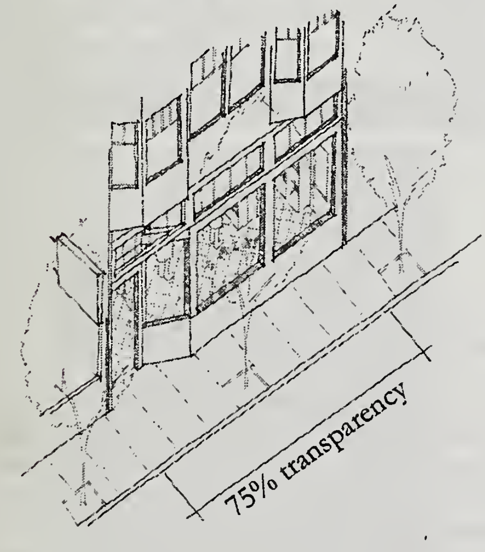
Flats have independent access to the street.

FUNDAMENTAL DESIGN PRINCIPLES FOR STREETS

Neighborhood Commercial Streets

Like most parts of San Francisco, neighborhood commercial streets in the Market and Octavia neighborhood provide a center for the life of the area. These streets are typically lined with individual retail storefronts that provide visual interest and have a scale that feels especially lively and organic. While not all new development on these streets need be mixed-use in character, it should contain active ground-floor uses and provide a façade that adds visual interest and a human scale to the street.

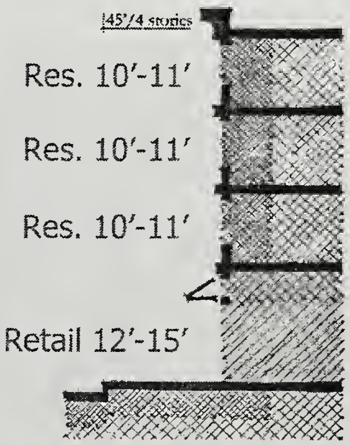
1. *Where present, retail frontages should occupy no less than 75 percent of a building frontage at the ground floor.* The interior of the retail space should be visible at pedestrian eye level to help activate the street. Retail spaces in the neighborhood typically provide ample transparency to the street. Businesses often use retail frontages to display goods and provide views to the interior. Dark or mirrored glass is not permitted. Solar consideration should be treated architecturally, through the use of recesses, eyebrows, or awnings.



2. *Ground floor retail use should be directly accessible from the street at the grade of the sidewalk onto which it fronts.* Storefronts located above or below grade often feel removed from the life of the street and are notoriously difficult to make successful. Steps up or down should be avoided. On sloping sites, taller retail spaces at the low end of the site are preferable to sinking a portion of the retail floor below sidewalk grade.

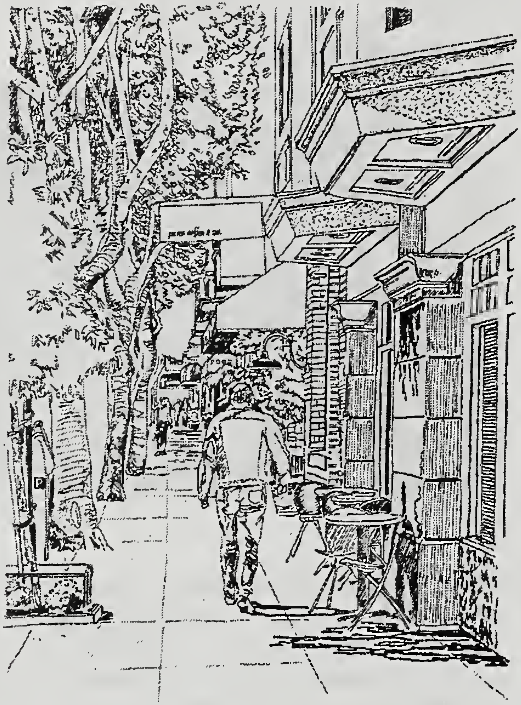
Gough
GOUGH
ONE WAY
PENDR

3. *Ground-floor retail spaces should have at a minimum a 12-foot, ideally 15 feet, clear ceiling height.* The most successful retail spaces in the Market and Octavia neighborhood and the city have uncramped ground-floor spaces with high ceilings. They often have clerestory windows.



4. *Horizontal architectural design articulation should be incorporated between the ground floor and second story levels. A minimum 6-inch projection is suggested.* The human scale of the sidewalk

is of paramount importance on neighborhood commercial streets. Architectural detailing, such as a belt course or cornice, at the ground floor ceiling height helps to frame the pedestrian space of the sidewalk.

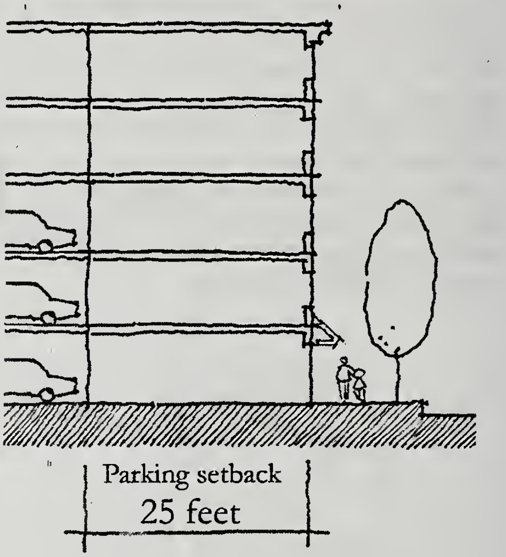


5. *If provided, off-street parking should be accessed via side streets or alleys where that is possible.*

This mixed-use project retains contiguous retail along Gough Street by providing garage access on Hickory Alley.

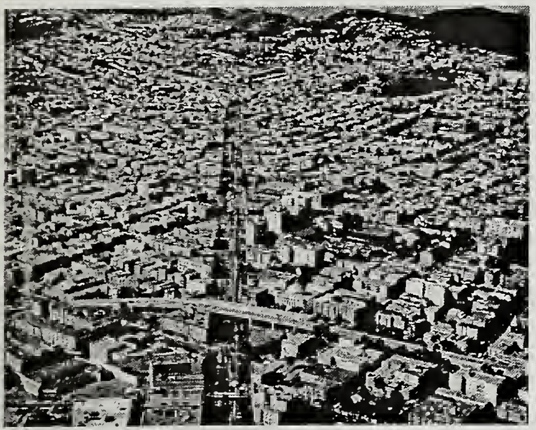
6. *Curb cuts should not be permitted on Market, Church, and Hayes Streets nor Van Ness Avenue where retail is explicitly encouraged.* Commercial streets thrive where continuous storefronts are maintained and there is an active pedestrian environment uninterrupted by cross-traffic accessing off-street parking or dead spaces created by garage doors. Access to off-street parking should be discouraged on those frontages designated for retail use, as described in Policy 1.1.8. In retail areas, curb cuts reduce pedestrian safety, and discourage public use and enjoyment.

7. *If provided, off-street parking located at or above grade must be setback at least 25 feet from the street-facing property line, including parking above the ground floor.*



Special Streets - Market Street

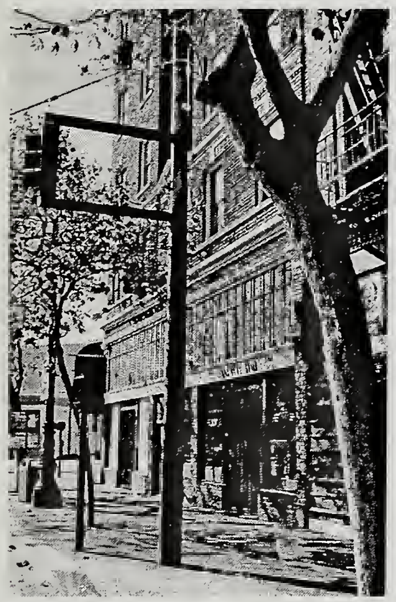
Market Street is San Francisco's premiere civic street—it is the focal point for the city's commercial, ceremonial, and cultural life. Market Street is the backbone of the city and regional transit systems and is also the City's busiest pedestrian and cycling street. Given its special role, buildings along Market Street, and the uses they support, should contribute to its vitality and life as a civic space. New buildings should have a human scale and character appropriate for a street of its scale and prominence.



Market Street is no longer bisected by the Central Freeway and is the dominant street in the Plan Area.

Beyond the requirements for neighborhood commercial streets, described above:

1. *Ground floor retail spaces should have at minimum a 15-foot clear ceiling height.* Retail spaces along Market Street are grand, open, and inviting. Reflecting the scale of existing retail spaces on Market Street. New buildings should provide 15-foot ceiling heights on the ground floor. In this way, new construction will allow ample light and air to penetrate the ground floor. In combination with providing adequate fenestration, this would increase transparency of the building façade.

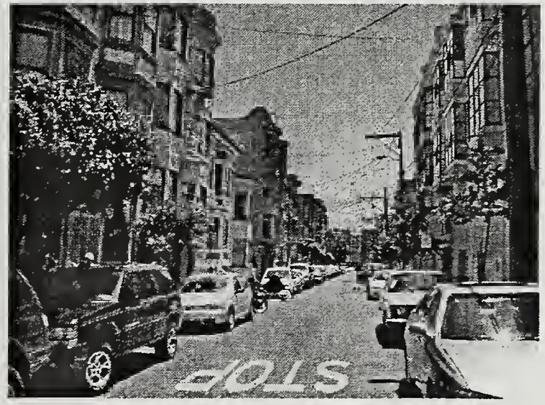


Alleys

Alleys are typically quieter, support primarily service and small residential uses, and have a more intimate scale than streets. They provide an important way of moving about for pedestrians and cyclists and offer relief from busy streets. Alleys vary widely in their use and character—some are lined with commercial loading docks and others with residential stoops and front doors. The plan area has an exceptional network of alleys. New buildings on alleys should respond to the unique conditions of alleys, reinforcing their intimate scale and character.

1. *On alleys, parking and garage doors may occupy no more than 40 percent of a parcel's total alley frontage, up to a total of 20 feet maximum, at ground level. In no case shall garage entries be restricted to less than 10 feet wide.* Parking and garage doors, while necessary uses on alleys, should not dominate. Residential units, entries, loading docks, and other more active uses are preferable. Where parking and garage doors are permitted as an alley-facing use, they should be limited in their overall frontage, recessed, and otherwise screened from view.

2. *Residential uses on the ground floor are encouraged on alleys.* Residential uses on the ground floor are common on alleys in the plan area and bring active living space to street level.

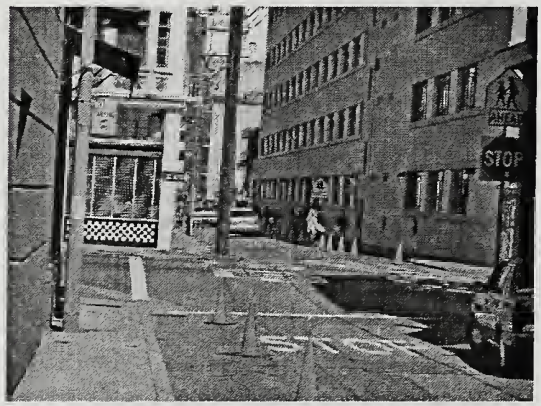


3. *Consider making improvements to non-residential alleys that foster the creation of dynamic, mixed-use places.*

Non-residential alleys support new and existing commercial and institutional uses.

Encourage coordinated approaches to the design of these alleys so as to protect the intimate scale of alleys and yet create public spaces that contribute to and support the varied uses. Consider the following improvements, where appropriate:

- Enliven the ground floor space with active uses where possible. Accommodate loading spaces in ways that add to the living character of the alley.
- Non-residential alleys can benefit from "living street" improvements that provide public open space improvements that enhance the non-residential uses.
- Encourage a visually coherent environment in the alley by using similar or complementary design details throughout.
- Create flexible exterior spaces that can accommodate the growth and evolution of a variety of uses.
- Non-residential alleys may provide for a number of different and often conflicting uses. Reduce the conflict by providing an uncluttered environment. Consider placing furnishings such as trash cans in a recessed area.



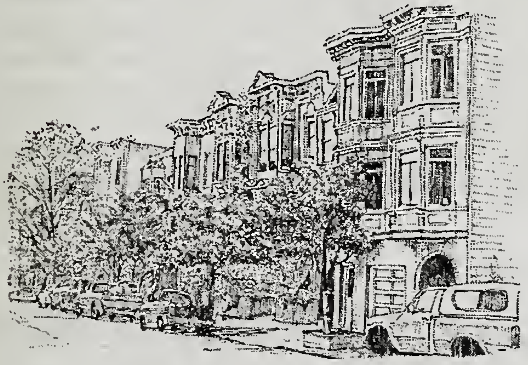
Institutional (School) Use at Hickory Alley and Gough Street

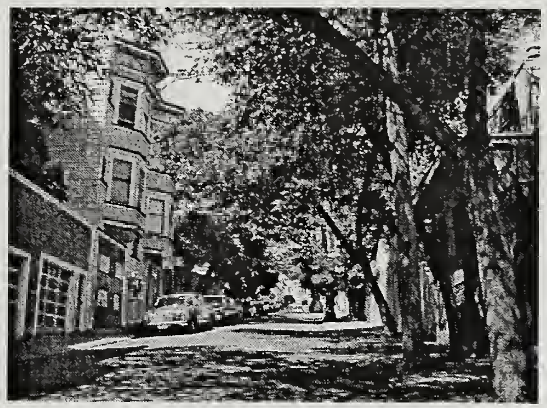
FUNDAMENTAL DESIGN PRINCIPLES FOR OPEN SPACE

Residential buildings in San Francisco provide on-site open space for the use of the residents in a variety of forms. Different from parks, plazas, and other public spaces, private open spaces should be secure and should be easily accessed from the residential units. They are a valuable play space for children, a setting for backyard gatherings, and an extension of interior living areas. Creative design and siting of interior open spaces is encouraged in new buildings. Safe and comfortable interior open spaces compliment the area's larger network of civic streets and open spaces.

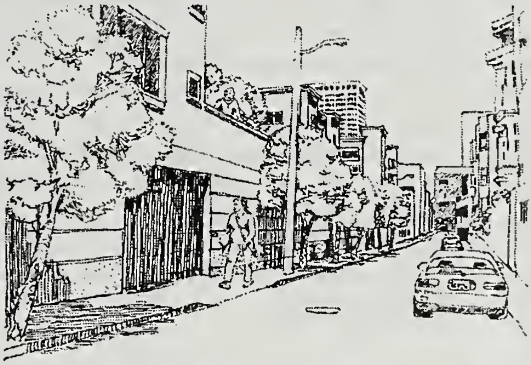
1. *In most instances, three- and four-bedroom units should be located within three stories of common open space, and accessible via stairs.* For these spaces to be useful as children's play spaces, they should have close proximity to the residential unit to facilitate parental/adult supervision. Generally speaking, open spaces that are more than three stories from a living space and require the use of an elevator for access are less likely to be actively used by families.

2. *Street furniture and other public improvements should be provided in the vicinity of the project.* In addition to private interior open space, the street provides a valuable public open space that residents and businesses use daily. Private open spaces should be strongly connected to the street. Tree-plantings, street furniture, and other enhancements should be provided to strengthen the street's value as a open space.





3. *Encourage rooftop gardens as a form of common open space.* Rooftop gardens are often overlooked as a means of providing common open space. These spaces typically have excellent sunlight access, are accessible to tenants/property owners and offer good views.



The rooftop terrace provides valuable open space to building residents.

OBJECTIVE 3.2

PROMOTE THE PRESERVATION OF NOTABLE HISTORIC LANDMARKS, INDIVIDUAL HISTORIC BUILDINGS, AND FEATURES THAT HELP TO PROVIDE CONTINUITY WITH THE PAST.

There are currently a number of known historically significant resources in the plan area. Locally designated landmarks are specified in Article 10 of the Planning Code. Resources are also listed in the California Register of Historical Resources, the National Register of Historic Places, and in certified historic resource surveys. It is expected that a substantial number of other historic resources would be documented if an historic survey were undertaken, and that these resources would be added to over time as the area's building stock ages.

POLICY 3.2.1

Prepare an historic survey for the Market and Octavia Plan Area in a timely manner.

While much is currently known about the neighborhood and a number of surveys have been completed, there is still a need for a comprehensive historic survey for the Market and Octavia Plan Area. The City should conduct such an historic survey to identify all historic resources including potential landmarks and historic districts within the area and to determine whether historic resources are eligible for designation at the local, state, and/or federal level. The survey should be completed in a timely manner. Survey findings should be incorporated into the General Plan.

POLICY 3.2.2

Until the survey is completed, a high degree of scrutiny should be applied to any project proposals in the plan area.

While portions of the plan area have been recently surveyed, most of it will soon be surveyed under a new effort expected to be completed in Fall 2007. In the meantime, information from older surveys and a variety of sources is available identifying known resources throughout the plan area. Development proposals in the unsurveyed areas seeking approval before completion of the survey should be subject to a high degree of scrutiny as to their potential impact on historic resources, those known and those under investigation. The City should err on the side of caution where there is a question as to resource importance and potential impacts. In some cases this may require waiting for results of the comprehensive survey before proceeding and/or requiring specific additional research and information be prepared.

POLICY 3.2.3

Particularly sensitive areas identified in this plan should be treated as potential historic districts while the comprehensive survey is underway.

Some portions of the plan area contain clusters of rated historic buildings indicating a relatively high potential as an historic district. In others, implementation of the plan may increase development pressure on existing building stock where there are suspected cultural resources and some possibility of a district that has not yet been assessed. In order to assure potential historic districts are not eroded in the interim, the subareas identified in Map 4 Historic Resources should be effectively treated as potential historic districts until surveying is completed and results are incorporated into city policy.

POLICY 3.2.4

Once an historic survey of the neighborhood is complete, review the policies of this plan and revise and refine them as necessary.

It is expected that this survey will identify properties and areas for further, more intensive study. As new information comes to light about the area's resources, and as newer buildings age, the survey should be reviewed regularly to ensure accuracy. New survey findings should be integrated into city policy and given full consideration in planning decisions in the area. Following completion of historic surveys of the plan area, relevant policies should be reviewed and revised as necessary, and new ones added if needed, to identify and protect resources consistent with the plan and General Plan.

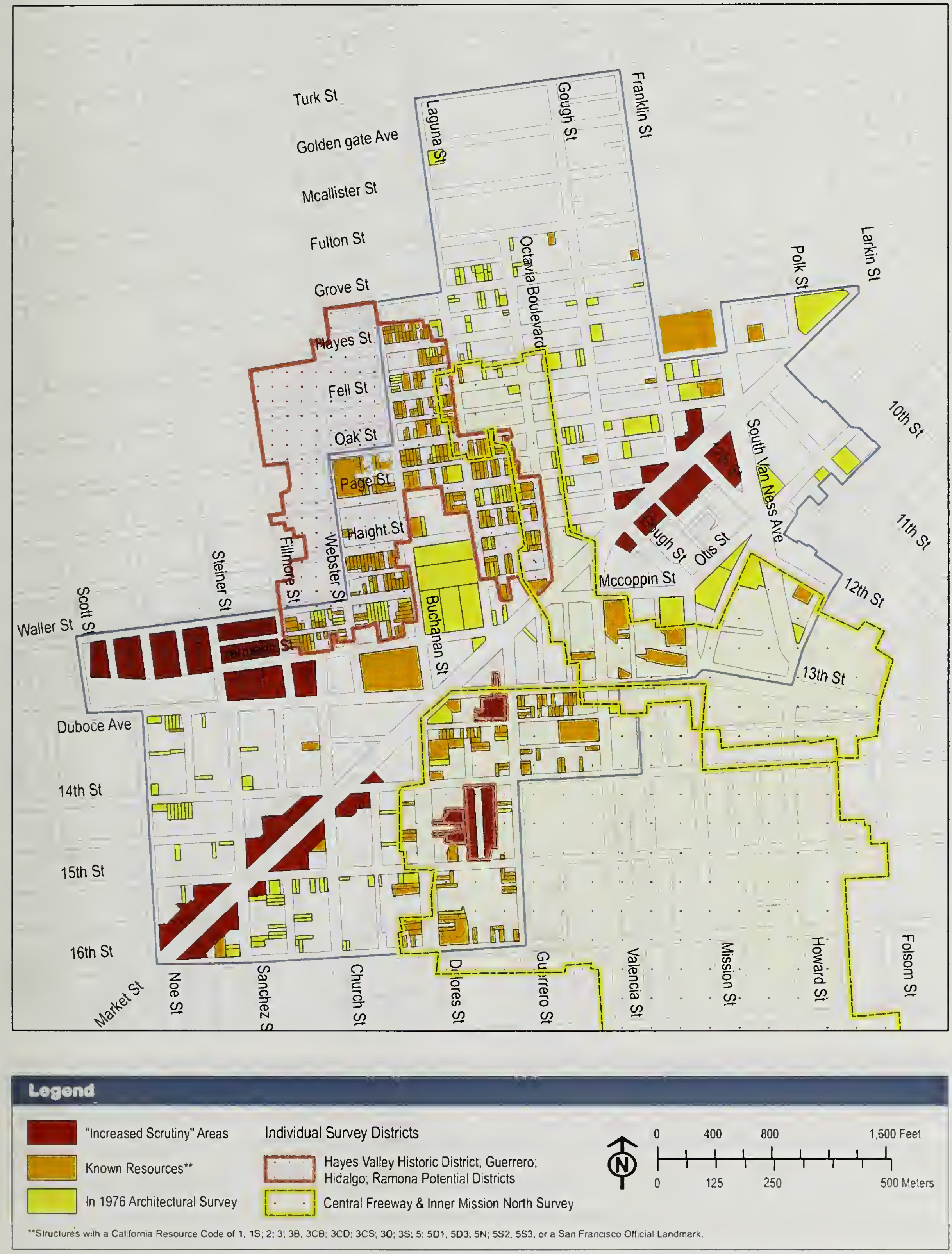
POLICY 3.2.5

Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

Important historic properties cannot be replaced if they are destroyed. Many resources within the Market & Octavia area are of architectural merit or provide im-

HISTORIC RESOURCES

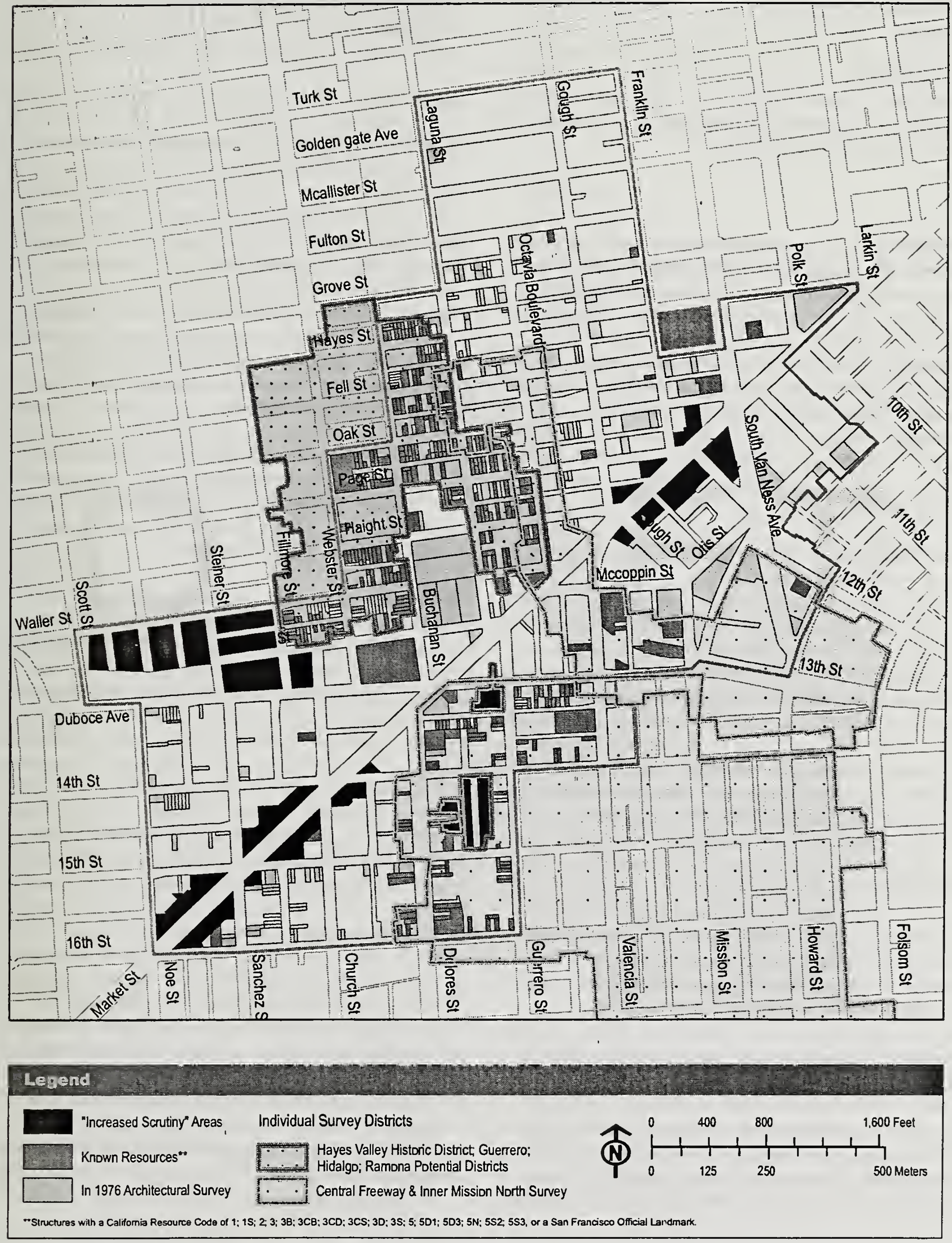
Map 4


Turk St
Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Waller St
Duboce Ave
14th St
15th St
16th St
Market St
Scott St
Steiner St
Fillmore St
Webster St
Buchanan St
Laguna St
Octavia Boulevard
Gough St
Franklin St
Polk St
Larkin St
10th St
11th St
12th St
13th St
South Van Ness Ave
Otis St
Mccoppin St
Noe St
Sanchez St
Church St
Dolores St
Guerrero St
Valencia St
Mission St
Howard St
Folsom St
Legend
"Increased Scrutiny" Areas
Known Resources**
In 1976 Architectural Survey
Individual Survey Districts
Hayes Valley Historic District; Guerrero; Hidalgo; Ramona Potential Districts
Central Freeway & Inner Mission North Survey
N
0
400
800
1,600 Feet
0
125
250
500 Meters

**Structures with a California Resource Code of 1, 1S; 2; 3; 3B, 3CB; 3CD; 3CS; 3O; 3S; 5; 5D1, 5D3; 5N; 5S2, 5S3, or a San Francisco Official Landmark.

HISTORIC RESOURCES

Map 4


Turk St
Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Waller St
Duboce Ave
14th St
15th St
16th St
Market St
Laguna St
Gough St
Franklin St
Octavia Boulevard
Polk St
Larkin St
10th St
11th St
12th St
13th St
South Van Ness Ave
Gough St
Otis St
Mccoppin St
Scott St
Steiner St
Fillmore St
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"Increased Scrutiny" Areas
Known Resources**
In 1976 Architectural Survey
Individual Survey Districts
Hayes Valley Historic District; Guerrero; Hidalgo; Ramona Potential Districts
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1,600 Feet
0
125
250
500 Meters

**Structures with a California Resource Code of 1; 1S; 2; 3; 3B; 3CB; 3CD; 3CS; 3D; 3S; 5; 5D1; 5D3; 5N; 5S2; 5S3, or a San Francisco Official Landmark.

portant contextual links to the history of the area. Where possible these resources should be preserved in place and not degraded in quality.

POLICY 3.2.6

Encourage rehabilitation and adaptive reuse of historic buildings and resources.

Whenever possible, historic resources should be conserved, rehabilitated or adaptively used. Over time, many buildings outlive the functions for which they were originally designed, and they become vacant or underused. Adaptive use proposals can result in new functions for historic buildings. Significant, character-defining architectural features and elements should be retained and incorporated into the new use, where feasible.

POLICY 3.2.7

The addition of garages to historic buildings should be strongly discouraged.

Garage doors disrupt the original architecture and diminish the quality of the sidewalk and street. Where garages have been added to historically significant buildings, seek to return the buildings to the original character. Policies throughout this plan regulate the installation of off-street parking. Those policies should be rigorously applied to historically significant buildings.

POLICY 3.2.8

Protect and preserve groupings of cultural resources that have integrity, convey a period of significance, and are given recognition as groupings through the creation of historic or conservation districts.

Designated historic districts or conservation districts have significant cultural, social, economic, or political history, as well as significant architectural attributes, and were developed during a distinct period of time. When viewed as an ensemble, these features contribute greatly to the character of a neighborhood and to the overall quality, form, and pattern of San Francisco. Historic districts can provide a cohesive vision back in time, allowing the City's current residents to experience a larger context of the urban fabric, which has witnessed generations.

Policy 3.2.9

Preserve resources in identified historic districts.

The Hayes Valley California Register Historic District, generally bounded by Fillmore,

Hermann, Octavia and Grove Streets, has a wealth of Victorian and Edwardian architecture that was spared from the 1906 earthquake and fire and as such represent a significant period in the City's history. While smaller in area, the Guerrero Street Fire

Line National Register Eligible District, the Ramona Street National Register Eligible

District, and the Hidalgo Terrace California Register Eligible District in the Inner Mission

North Survey Area also represent significant district resources. These resources and any other potential districts identified through future survey efforts should be preserved, maintained and enhanced through rigorous review of any proposed changes within their boundaries.

POLICY 3.2.10

Support future preservation efforts, including the designation of historic landmarks and districts, should they exist, throughout the plan area.

A 1995/96 historic resources survey identified an historic district in the Hayes Valley area and the Inner Mission North Survey of 2004 identified three smaller eligible districts in the north Mission area. It is anticipated that more historic districts will be identified in the upcoming comprehensive plan area survey. Although these identified resources will be protected through normal planning and environmental review procedures, official designation should also be pursued. This would serve to more widely and publicly recognize important historic resources in the plan area.

POLICY 3.2.11

Ensure that changes in the built environment respect the historic character and cultural heritage of the area, and that resource sustainability is supported.

Historic resources are focal points of urban context and design, and contribute greatly to San Francisco's diverse neighborhoods and districts, scale, and city pattern. Alterations, additions to, and replacement of older buildings are processes by which a city grows and changes. Some changes can enhance the essential architectural and historical features of a building. Others, however, are not appropriate. Alterations and additions to a landmark or contributory building in an historic district should be compatible with the building's original design qualities.

Rehabilitation and adaptive use is encouraged. For designated resources, the nationally recognized Secretary of the Interior's Standards for the Treatment of Historic Properties should be applied. For non-designated cultural resources, surveys and evaluations should be conducted to avoid inappropriate alterations or demolition.

POLICY 3.2.12

Encourage new building design that respects the character of nearby older development.

New buildings adjacent to or with the potential to visually impact historic contexts or structures should be designed to complement the character and scale of their environs. The new and old can stand next to one another with pleasing effects, but only if there is a successful transition in scale, building form and proportion, detail, and materials. Other polices of this plan not specifically focused on preservation—reestablishment and respect for the historic city fabric of streets, ways of building, height and bulk controls and the like—are also vital actions to respect and enhance the area's historic qualities.

POLICY 3.2.13

Promote preservation incentives that encourage reusing older buildings.

Preservation incentives are intended to encourage property owners to repair, restore, or rehabilitate historic resources in lieu of demolition. San Francisco offers local preservation incentive programs, and other incentives are offered through federal and state agencies. These include federal tax credits for rehabilitation of qualified historical resources, property tax abatement programs (the Mills Act), alternative building codes, and tax reductions for preservation easements. Preservation incentives can result in tangible benefits to property owners.

POLICY 3.2.14

Apply the "Secretary of the Interior's Standards for the Treatment of Historic Properties" for all projects that affect individually designated buildings at the local, state, or national level.

The Secretary of the Interior's Standards assist in the long-term preservation of historic resources through the protection of historical materials and features. Nationally, they are intended to promote responsible preservation practices that help to protect against the loss of irreplaceable cultural resources.

POLICY 3.2.15

Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for infill construction in Historic Districts and Conservation Districts (designated at the local, state, or national level) to assure compatibility with the character of districts.

These standards should be applied in decisions involving infill construction within conservation or historic districts. These districts generally represent the cultural, social, economic or political history of an area, and the physical attributes of a distinct historical period. Infill construction in historic districts should be compatible with the existing setting and built environment.

POLICY 3.2.16

Preserve the cultural and socio-economic diversity of the plan area through preservation of historic resources.

Valuing the historic character of neighborhoods can preserve diversity in that older building stock, regardless of its current condition, is usually of a quality, scale, and design that appeals to a variety of people. Older buildings that remain affordable can be an opportunity for low-income households to live in neighborhoods that would otherwise be too expensive.

POLICY 3.2.17

To maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration.

Where rehabilitation requirements threaten the affordability of housing, other accommodations may need to be emphasized such as: exterior rehabilitation which emphasizes the preservation and stabilization of the streetscape of a district or community or recognizing funding constraints, to balance architectural character with the objectives of providing safe, livable, and affordable housing units.

4. STREETS AND OPEN SPACES

The System of Public Streets and Alleys

In San Francisco as a whole and in the Market and Octavia neighborhood, streets are the public realm. We travel along public ways, to get from place to place, and to gain access to where we live, work, and shop. Public services—police, fire, deliveries of all sorts—depend on them. We locate our municipal hardware and utilities—water, sewage and electric lines, cables, and more—on them, above them, and mostly under them. But the public way system is much more than a utilitarian system of connections. It is where people walk, where they meet each other, where they socialize, where they take in the views, where they see what merchants have to offer, where they get to know, first hand, their city, their neighborhood, and their fellow citizens. Streets, then, connect us socially and functionally, and can be categorized as safe or dangerous, places to behold or to stay away from. It is from this dual nature of streets as places of function (utility, transportation) and places of socializing and leisure that one of the main dilemmas of planning arises—how do we allocate this most scarce public resource characterized by both functional requirements and aesthetic sensibilities.

The Market and Octavia neighborhood is within walking distance of Downtown, adjacent to Civic Center, the home of San Francisco's most important main street, located where three of the oldest of the grids come together. It is reasonably level (for San Francisco), which makes it great for walking and biking. Given its central location, it is one of those urban areas that most San Franciscans are compelled to pass through in order to reach their destination. Whether by streetcar, bus, trolley, rapid transit, auto, bicycle, or on foot, many of the City's movement systems pass through the area. They do it on the neighborhood's system of public ways. The challenge in Market and Octavia is no different than for planning in general: How do we accommodate the legitimate travel needs of the people using the many modes of movement through the area, while at the same time respecting and achieving the neighborhood's legitimate desires for and expectations of safe, moderate-paced, attractive streets on which to move, socialize, walk, and lead an urban, face-to-face lifestyle, at least the equal to any in San Francisco.

A first step to meeting that challenge is to restore a balance between the movement needs of competing travel modes, and to ensure that there is a balanced mix of travel modes with special attention to pedestrians and street life.

The plan recognizes that road capacity in San Francisco is a highly constrained resource, with decision-makers required to balance the requirements of cars, transit vehicles, freight, cyclists, and pedestrians. A common fear is that reducing the capacity available for cars will result in major increases in congestion. Much research rejects this logic and shows that people's transportation choices are dynamic and respond to capacity, relative cost, time, convenience, and other factors. Crucially, we learn that movement of people is more than just movement of cars. This plan prioritizes the safe and effective movement of people. What follows are specific proposals for a myriad of improvements to streets.

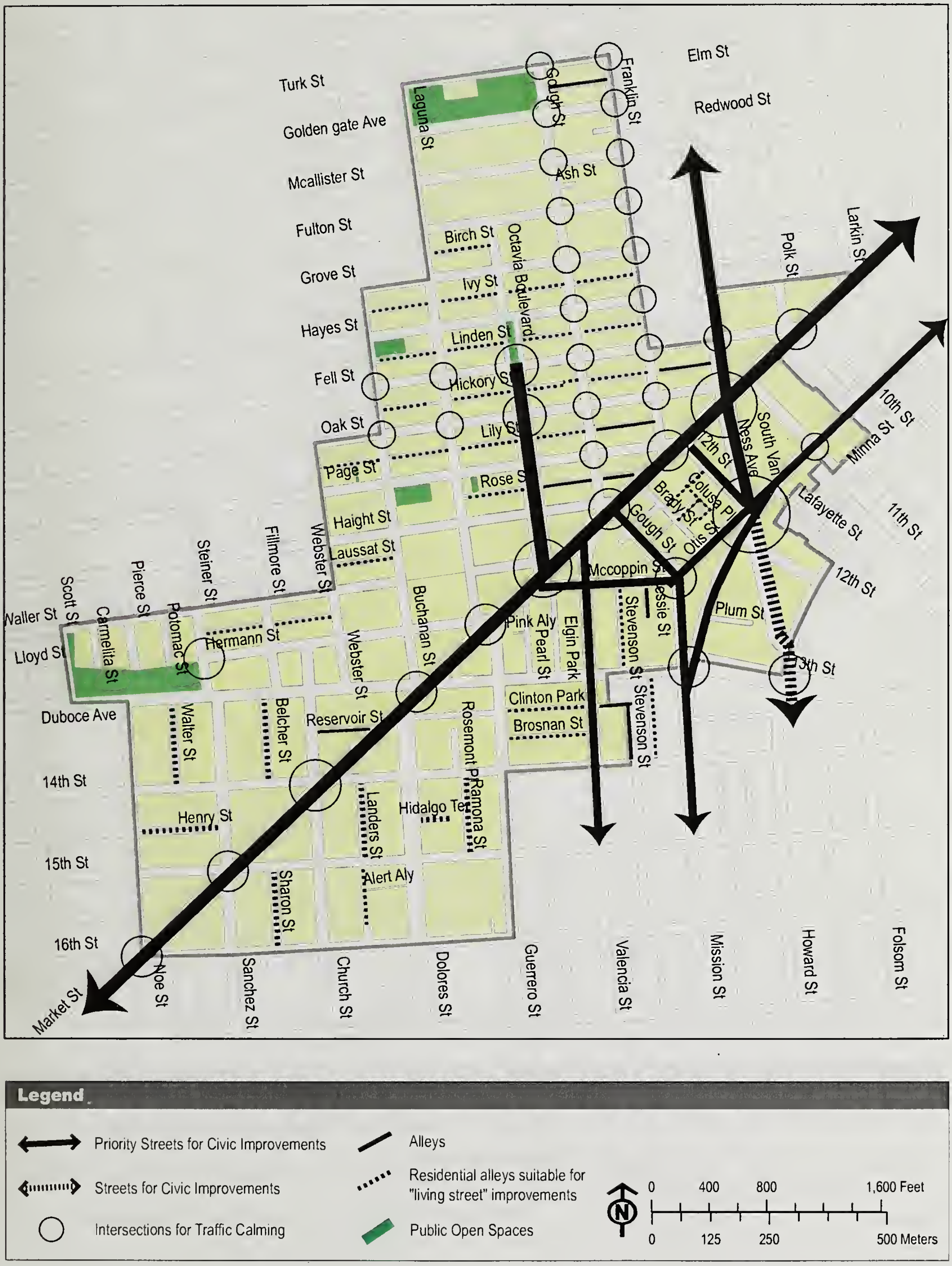
See Map 5. System of Civic Streets and Open Space

***Principle:** Streets that support and invite multiple uses, including safe and ample space for pedestrians, bicycles, and public transit, are a more conducive setting for the public life of an urban neighborhood than streets designed primarily to move vehicles.*

The past 20 years have seen advances in ways to improve the livability of streets, be they major traffic

SYSTEM OF STREETS AND OPEN SPACES

Map 5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Legend
Priority Streets for Civic Improvements
Streets for Civic Improvements
Intersections for Traffic Calming
Alleys
Residential alleys suitable for "living street" improvements
Public Open Spaces
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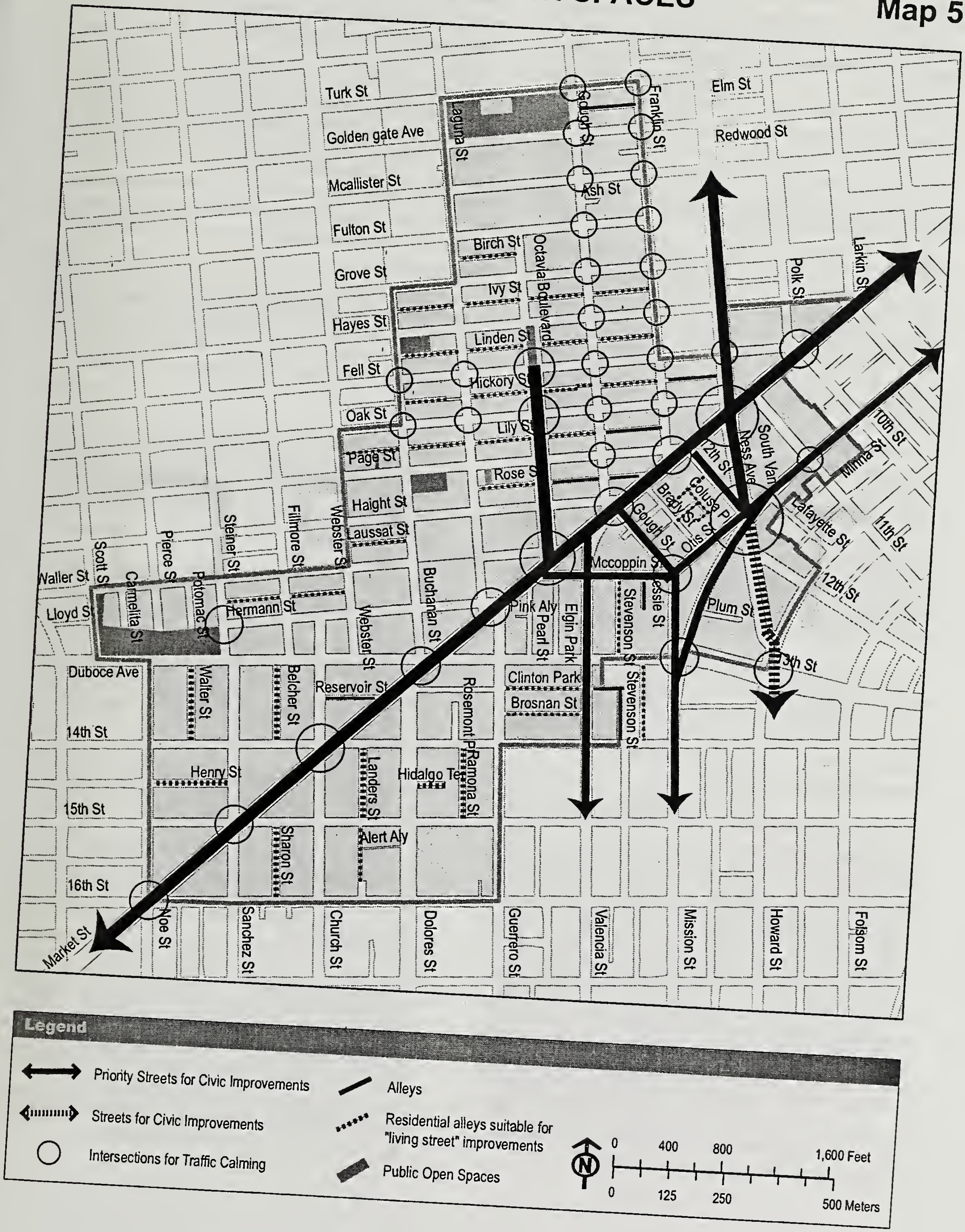
SYSTEM OF STREETS AND OPEN SPACES

Map 5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carriers or local public ways. Closely planted street trees, pedestrian-scaled lights, well marked crosswalks, widened sidewalks at corners, and creative parking arrangements are but a few of the methods used with success to achieve the kind of neighborhood that residents say they want. They are all addressed in the objectives and policies that follow.

Parks, Plazas and Open Spaces

Provision of public open space is necessary to sustain a vital urban neighborhood, especially one where new housing is to be added to an already dense urban fabric. This is especially so given the reality that there are few public parks or plazas in the Market and Octavia neighborhood. To be sure, there are public spaces nearby: Jefferson Square between Gough Street and Laguna Street, at Turk Street; Civic Center Plaza (with its children's play areas) east of Polk Street; Dolores Park some blocks south of Market Street; Duboce Park, west of Steiner Street; and Koshland Park, which perhaps comes closest to what one thinks of as a local park, up on the hill, at Buchanan Street and Page Street. But all of these spaces are either "nearby," close but not a part of, or are city-oriented rather than neighborhood-oriented. There is no central public square, park, or plaza that marks and helps give identity to this neighborhood.

At the same time that the neighborhood lacks community-focused open space, it is also largely built out, without significant or appropriate undeveloped land, except for that laid bare by the demolition of the Central Freeway. Most of this property is earmarked for much-needed housing.

In the Market and Octavia neighborhood, the streets afford the greatest opportunity to create new public parks and plazas. That is why streets are included in the discussion of public open spaces. This plan takes advantage of opportunities within public rights-of-way. Most noteworthy, Octavia Boulevard itself is conceived in part as a linear open space, as with all great boulevards, that will draw walkers, sitters, and cyclists. In addition, modest but gracious public open spaces are designated within former street rights-of-way that are availed through major infrastructure changes, along with a series of smaller open spaces, for the most part occurring within widened sidewalks areas. As well, housing development along the former freeway lands will create open spaces within private developments, contributing to the neighborhood as a whole.

Principle: *A successful open space system is carefully woven into the overall fabric of a neighborhood's public streets, taking advantage of opportunities, large and small, to create spaces both formal and informal.*

While almost all of the Market and Octavia neighborhood is built out, there are a few opportunities to integrate new neighborhood open spaces into its existing physical fabric. There are several significant sites for potential new open spaces. Widened sidewalk areas, when provided with benches that encourage lingering and trees that provide shade, can be effective small public spaces. This plan includes proposals for both kinds of open space.

- A new public park, Patricia's Green in Hayes Valley, has been created at the northern end of the new Octavia Boulevard, using the street right-of-way provided as the boulevard transitions to local traffic.

- A widened sidewalk in the commercial section of Hayes Street should be studied as a linear open space for strolling under trees and for lingering, linked to the pedestrian promenade along Octavia Boulevard.

- Street intersections along Market Street—at Dolores Street and at the freeway "touchdown," for example—provide the opportunity to create small public plazas, and this plan proposes to take advantage of them. Likewise, traffic-calming initiatives on local streets provide opportunities for corner plazas, similar to those in the Duboce Triangle area to the west.

- An intimate public square can be created in the new SoMa West neighborhood, along Brady Street, on land associated with a small BART utility structure and adjacent surface parking lot. This is an area of small streets that calls out for new, modestly-scaled housing that can be part of a mixed-use neighborhood. A new public square can serve as a focal point for this area.

- There is an opportunity for a new open space in the McCoppin Street right-of-way, where the street no longer carries significant traffic flows and can be reclaimed as neighborhood open space. The triangular parcel immediately south of the McCoppin Street right-of-way, currently serving as a truck-rental office, could be part of a larger open space at this location, should it become available.

Areawide Improvements

Local streets like Laguna, Hermann, Octavia north of Hayes, Buchanan, and others should be reconfigured and enhanced where necessary to encourage walking and slow traffic movement. They are envisioned as gathering places that enhance neighborhood identity as well as public streets. The neighborhood's alleys are major assets to be protected and, in places, enhanced.

OBJECTIVE 4.1

PROVIDE SAFE AND COMFORTABLE PUBLIC RIGHTS-OF-WAY FOR PEDESTRIAN USE AND IMPROVE THE PUBLIC LIFE OF THE NEIGHBORHOOD.

POLICY 4.1.1

Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks where possible without affecting traffic lanes. Where such improvements may reduce lanes, the improvements should first be studied.

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy, street rights-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity. Where there is excessive vehicular capacity, traffic lanes should be reclaimed as civic space for widened sidewalks, plazas, and the like.

Though it may not be possible to widen sidewalks along major traffic streets such as Market, Franklin, Gough, Oak, and Fell Streets, it is both possible and desirable to widen sidewalks by providing widened 'sidewalk bulbs' at corners. In addition, boldly marked crosswalks alert drivers that they are entering intersections where pedestrians are likely to be crossing. Sidewalk widening and improved pedestrian crossings should be implemented throughout the plan area as the most important means of improving pedestrian safety and comfort on the street.

See Map 6. Priority Intersections for Pedestrian Improvements

POLICY 4.1.2

Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Closely spaced and sizeable trees parallel and close to curbs, progressing along the streets to intersections, create a visual and psychological barrier between sidewalks and vehicular traffic, like a tall but transparent picket fence. More than any other single element, healthy street trees can do more to humanize a street, even a major traffic street. On many streets within the Market and Octavia neighborhood, successful environments can be created through consistent tree infill. For example, this can take place on Otis, Mission, Franklin, and Gough Streets north of Market Street. On other streets, such as Gough Street south of Market, Fell, and Oak Streets, and Duboce Avenue, it will require a major new tree planting program.

Consistent tree plantings make an important contribution to neighborhood identity. Different tree species can be used on different streets, or even different blocks of the same street, thereby achieving diversity on a broader basis. Rather than removing existing trees from any given street, the dominant tree species—or preferred tree species—on each block should be identified and future tree planting should be of that tree type.

See Map 7 Priorities for Street Tree Plantings

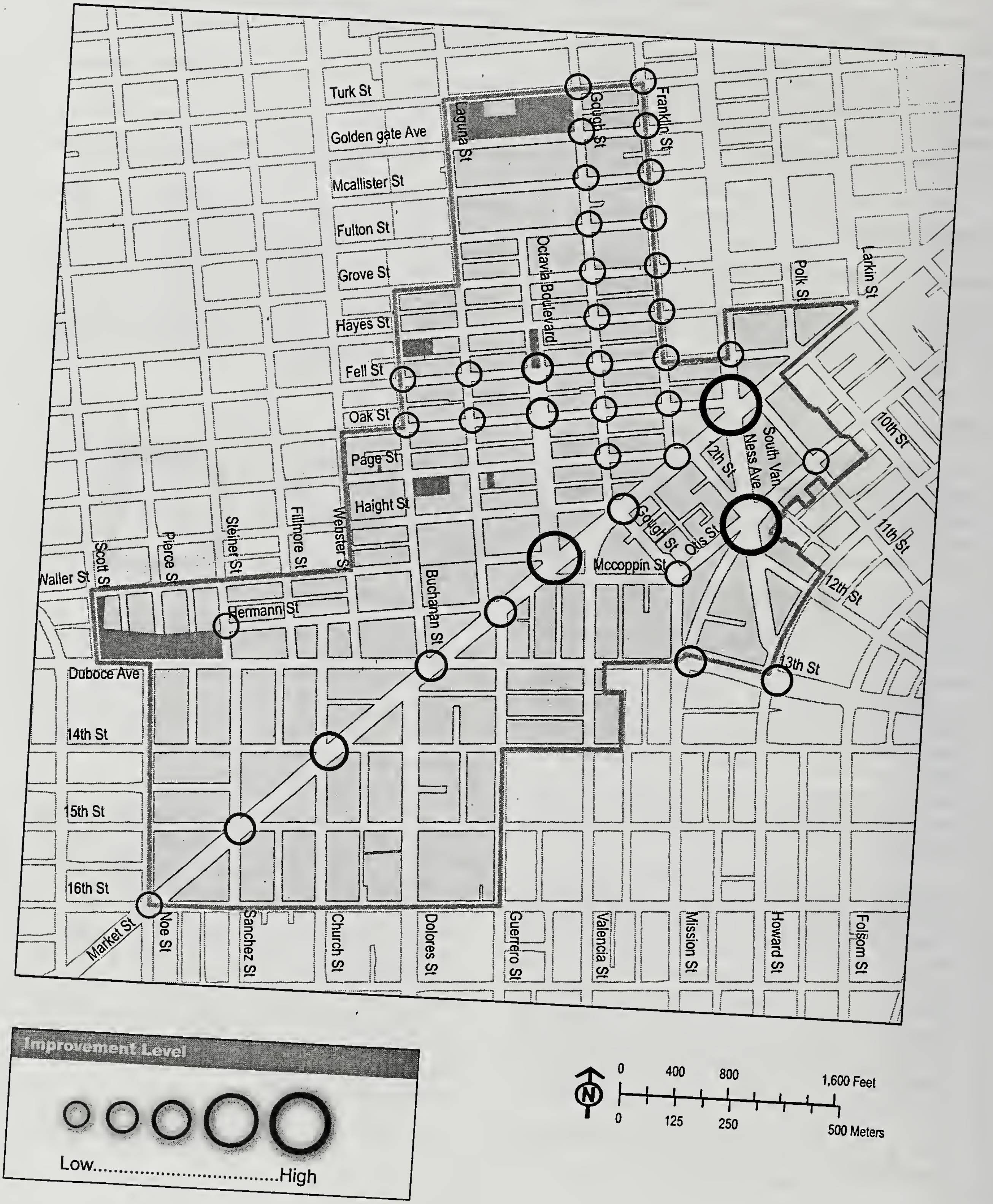
POLICY 4.1.3

Establish and maintain a seamless pedestrian right-of-way throughout the plan area.

Transit-oriented neighborhoods and pedestrian-friendly environments depend on good pedestrian access and ease of movement. Some intersections in the plan area do not permit pedestrian crossings, for example Fell and Gough, Hayes and Gough, and Gough and Otis. The signal cycles at these intersections should be adjusted to accommodate pedestrians . The City should also eliminate pedestrian "do not cross" signs as the sole means to resolve problems at high-traffic intersections where it may be done safely. Prohibitions on pedestrian crossings should be removed wherever these bans exist throughout the plan area.

PRIORITY INTERSECTIONS FOR PEDESTRIAN IMPROVEMENTS

Map 6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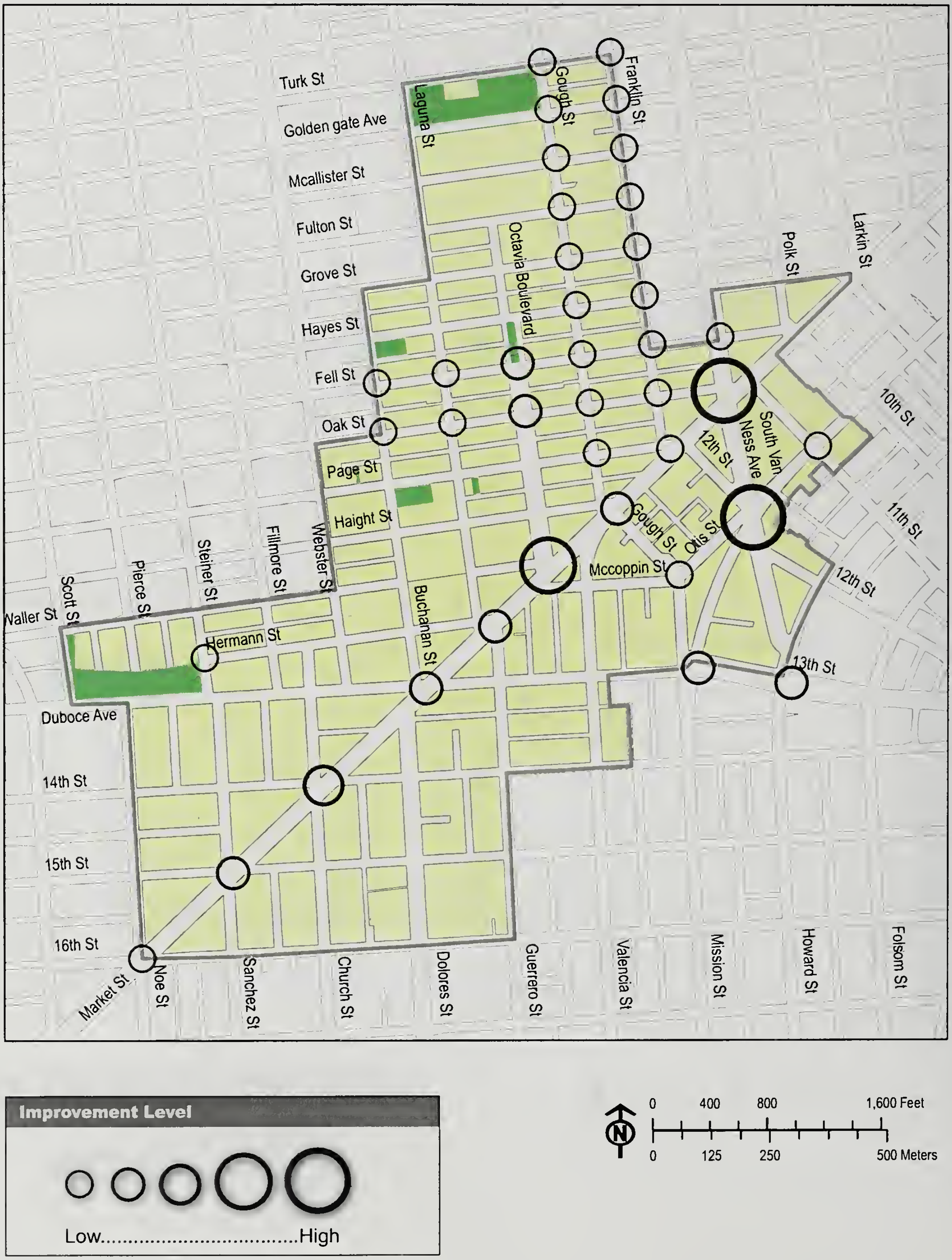
PRIORITY INTERSECTIONS FOR PEDESTRIAN IMPROVEMENTS

Map 6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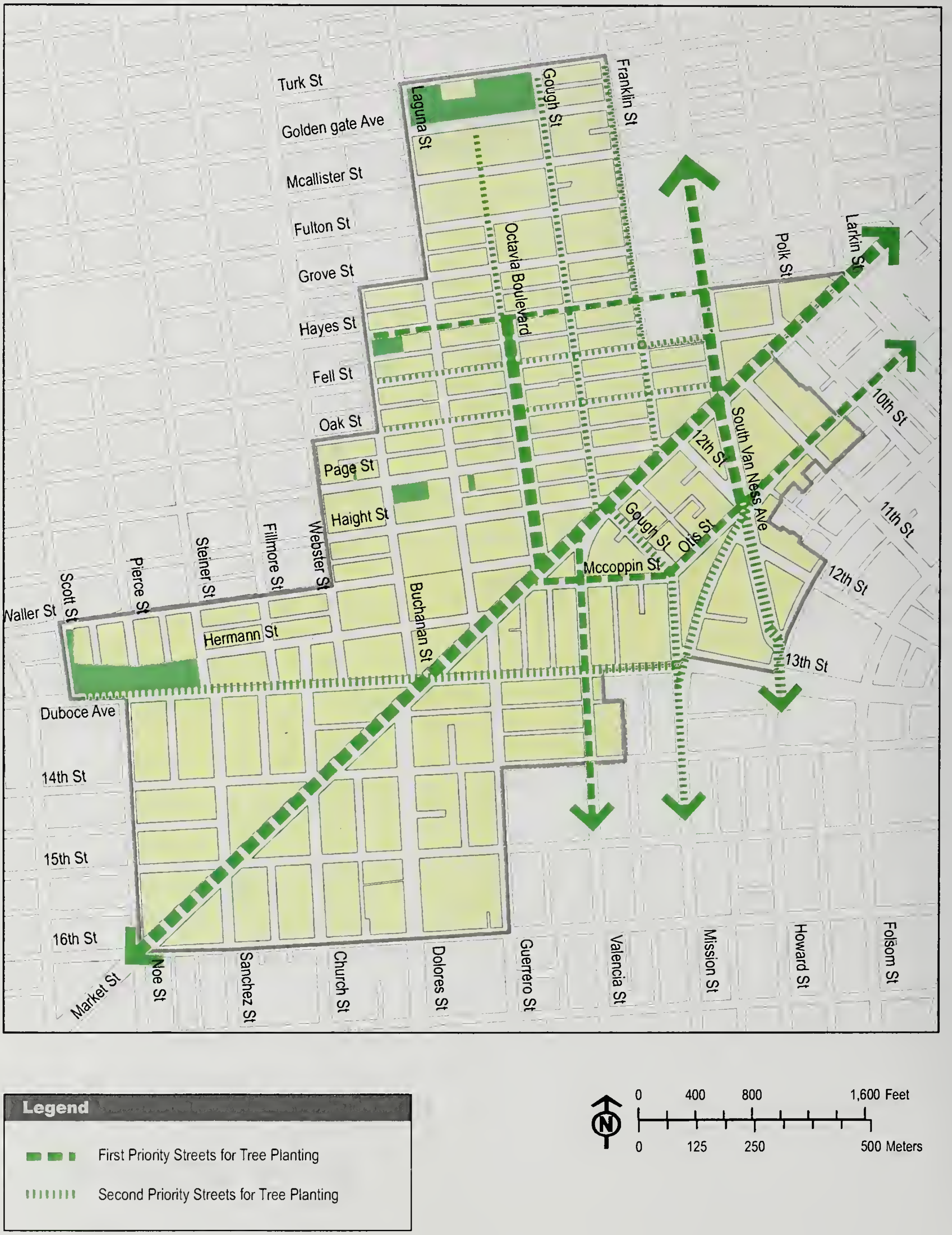
PRIORITY STREETS FOR TREE PLANTINGS

Map 7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Second Priority Streets for Tree Planting
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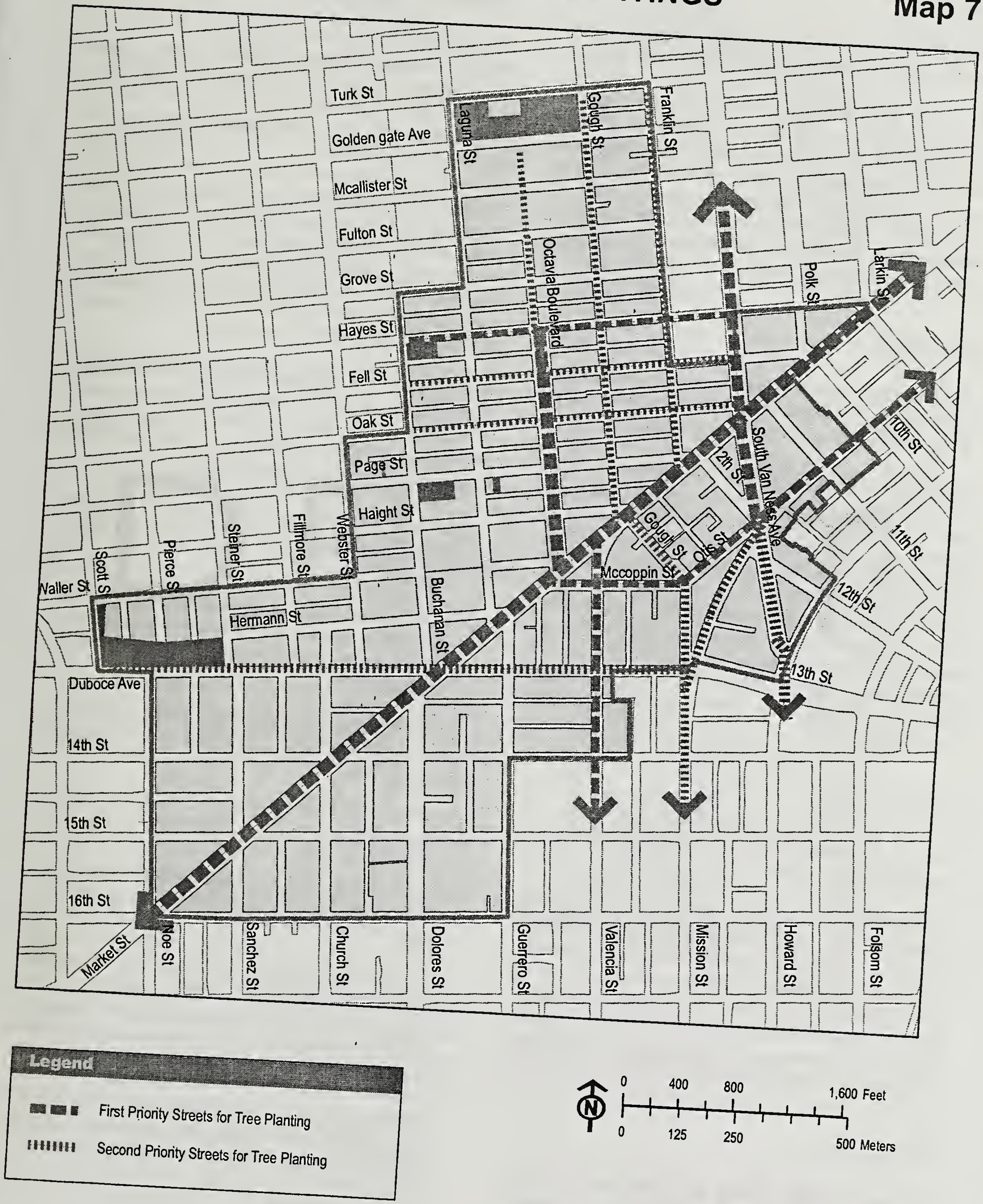
PRIORITY STREETS FOR TREE PLANTINGS

Map 7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▬ ▬ ▬ First Priority Streets for Tree Planting

IIIIIIII Second Priority Streets for Tree Planting

POLICY 4.1.4

Encourage the inclusion of public art projects and programs in the design of streets and public spaces.

Public art plays an essential role in the civic life of our city. In urban places like the Market and Octavia neighborhood, where streets, parks, and plazas are where civic life unfolds, public art takes on a broad range of meanings that enriches the overall quality of public space. Funding and space for public art should be integrated into all proposals for the physical improvement of streets and open spaces.

POLICY 4.1.5

Prohibit the vacation of public rights-of-way, especially alleys; where new development creates the opportunity, extend the area's alley network.

There are many existing alleys within the plan area, many of which are concentrated in Hayes Valley and in the larger blocks in the South of Market areas. In addition to being the location of considerable neighborhood housing, most of the alleys, by reason of their intimate scale, the diversity of buildings along them, in some cases their trees, and certainly their contrast with surrounding streets, are delightful, valuable urbane places. These alleys are an invaluable part of the neighborhood's system of public ways and, like any public resource, should be protected against proposals to privatize them.

POLICY 4.1.6

Pursue the extension of alleys where it would enhance the existing network.

A number of alleys which were previously through streets have been truncated and are now dead-end alleys. As part of the effort to extend pedestrian connections, the City should purchase of the easternmost portion of Plum Alley that is in private ownership and further study the extension of Stevenson Alley from Gough Street to McCoppin Street as part of any proposal for demolition and new construction on Assessor's Block 3504/030.

POLICY 4.1.7

Introduce traffic-calming measures on residential alleys and consider making improvements to alleys with a residential character to create shared, multi-purpose public space for the use of residents.

Parking should be concentrated along the curbside with the fewest curb cuts (driveway breaks). New pedestrian-scaled lighting can be added. Street trees should be planted (if residents desire trees). Seek to reach agreement on a single tree species by street (or at minimum, per block) in order to have a unified planting pattern. Because alleys carry relatively little traffic, they can be designed to provide more public space for local residents—as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens and the like— where people and cars share space. By calming traffic and creating more space for public use, the street can become a common front yard for public use and enjoyment.

Working closely all City agencies should develop design prototypes for more extensive improvements to residential alleys. The City should establish a process for local residents to propose living-street improvements and participate actively in the design for their alley.

- Develop prototypes for residential alley improvements, to be used as part of the "Livable Streets" traffic-calming initiative.

- Develop a process whereby local residents can propose living- street improvements and participate in the design and implementation of improvements to their alley.

See Map 8. Alleys for "Living Street" Improvements, Figure 5. A Living Street, and Figure 6 Linden Alley: Before and After

POLICY 4.1.8

Consider making improvements to non-residential alleys that foster the creation of a dynamic, mixed-use place.

Certain alleys support non-residential uses. Coordinated approaches to the design of these alleys should protect the intimate scale of these alleys and yet create public space that contributes to and supports the varied uses along them.

- Enliven the ground floor space with active uses where possible. Loading spaces can be accommodated in ways that add to the character of the alley.

- Non-residential alleys can benefit from "living street" improvements that provide public open spaces that enhance the commercial uses.
- Encourage coordination throughout the alley by using similar or complementary details throughout.
- Create spaces that allow for the growth and evolution of uses.
- Non-residential alleys may provide for a number of different and often conflicting uses. Reduce the conflict of uses by providing an uncluttered environment. Consider placing furnishings such as trash cans in a recessed area.

Octavia Boulevard and Hayes Valley

OBJECTIVE 4.2

ACCOMMODATE REGIONAL THROUGH TRAFFIC ON SURFACE STREETS THAT ALSO SERVE LOCAL NEEDS, THEREBY REPAIRING AREAS DISRUPTED BY LARGE INFRASTRUCTURE PROJECTS OF THE PAST.

POLICY 4.2.1

Create new public open spaces around the freeway touchdown, including a plaza on Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.

Bringing the elevated freeway down to street surface at Market Street provides the opportunity to create two new small public open spaces: a plaza along Market Street west of the freeway touchdown, and a plaza or other form of small open space within the last block of McCoppin Street, as it comes to its terminus west of Valencia Street. The plaza on Market Street enhances the pedestrian experience of the street, and facilitates safer pedestrian crossings. Because of its prominent location at the end of the freeway and beginning of Octavia Boulevard, it has been designed to signal the end of the freeway and an entry to the city. The plaza should include seating, trees and other pedestrian amenities. The leftover space on McCoppin Street is an appropriate place to provide a community-serving open space, integrated into the overall "green street" treatments proposed for McCoppin Street east of Valencia Street, as well as the proposed bike path on the east side of the

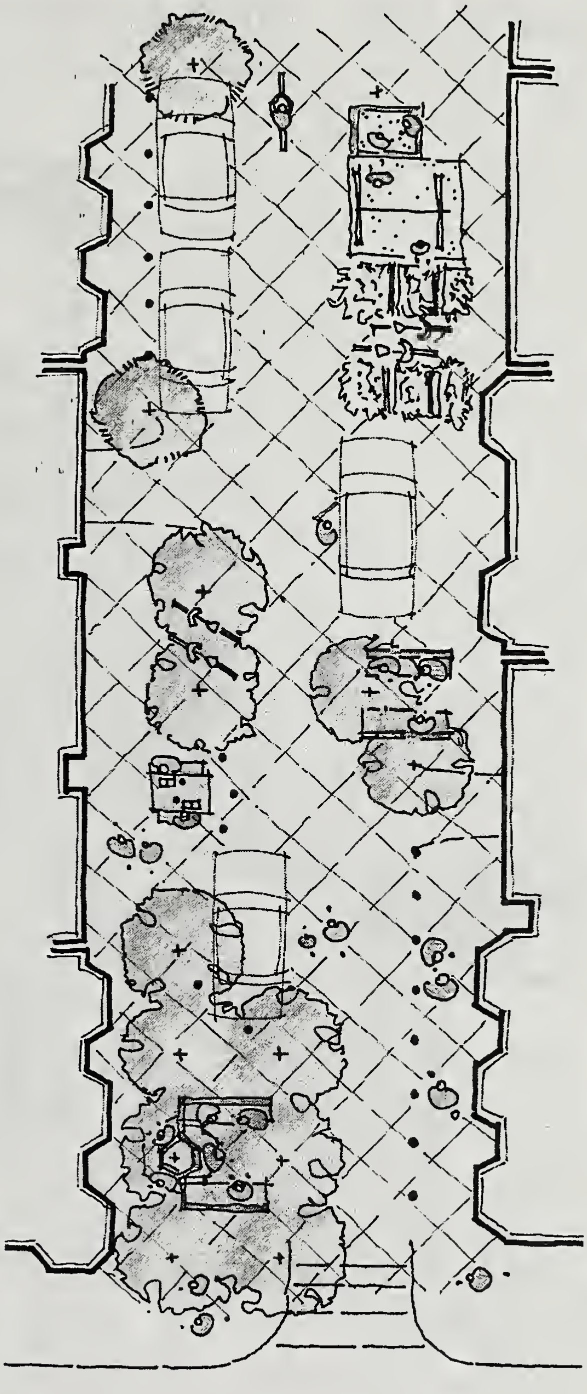
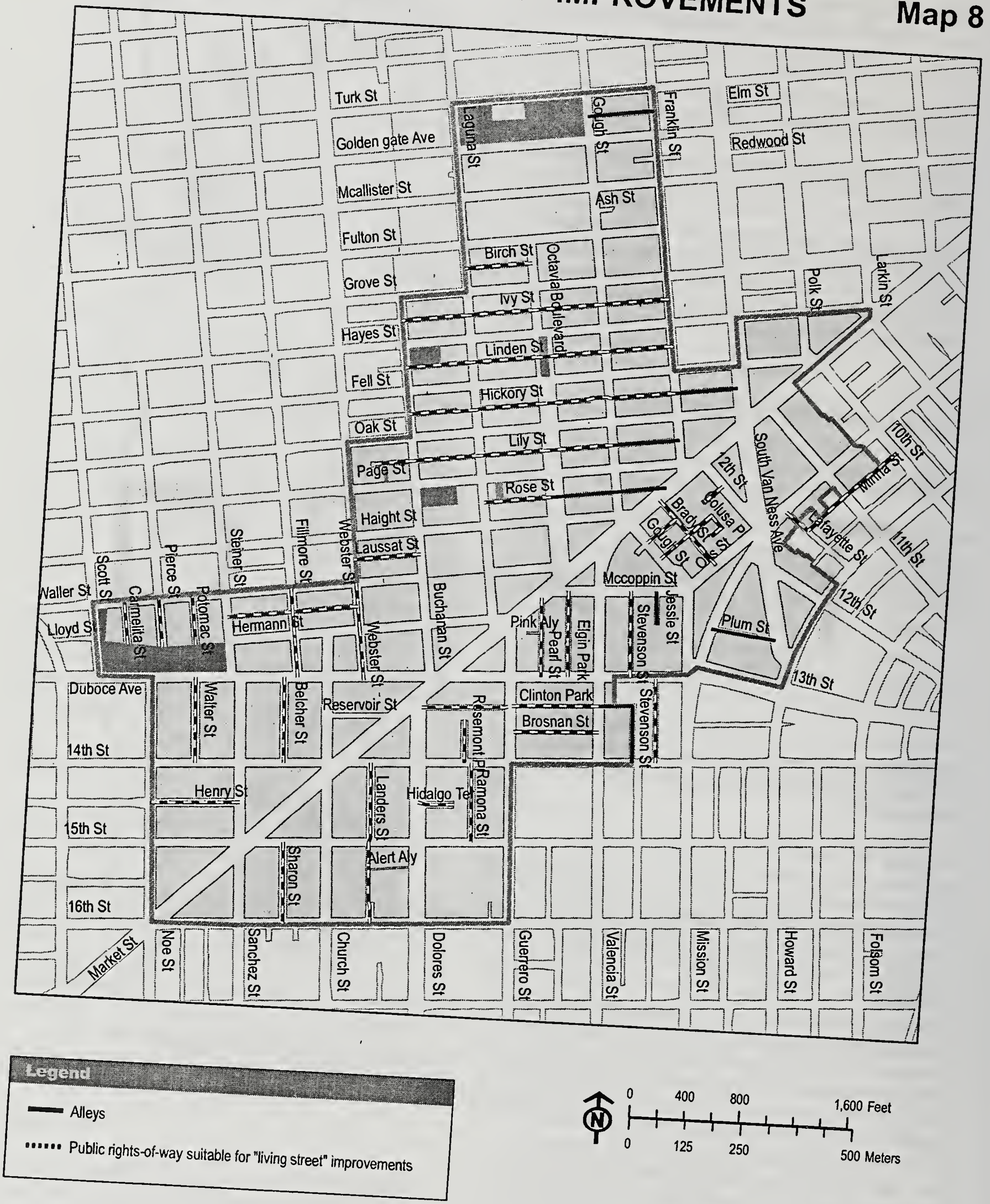


Figure 5. A LIVING STREET

ALLEYS FOR "LIVING STREET" IMPROVEMENTS

Map 8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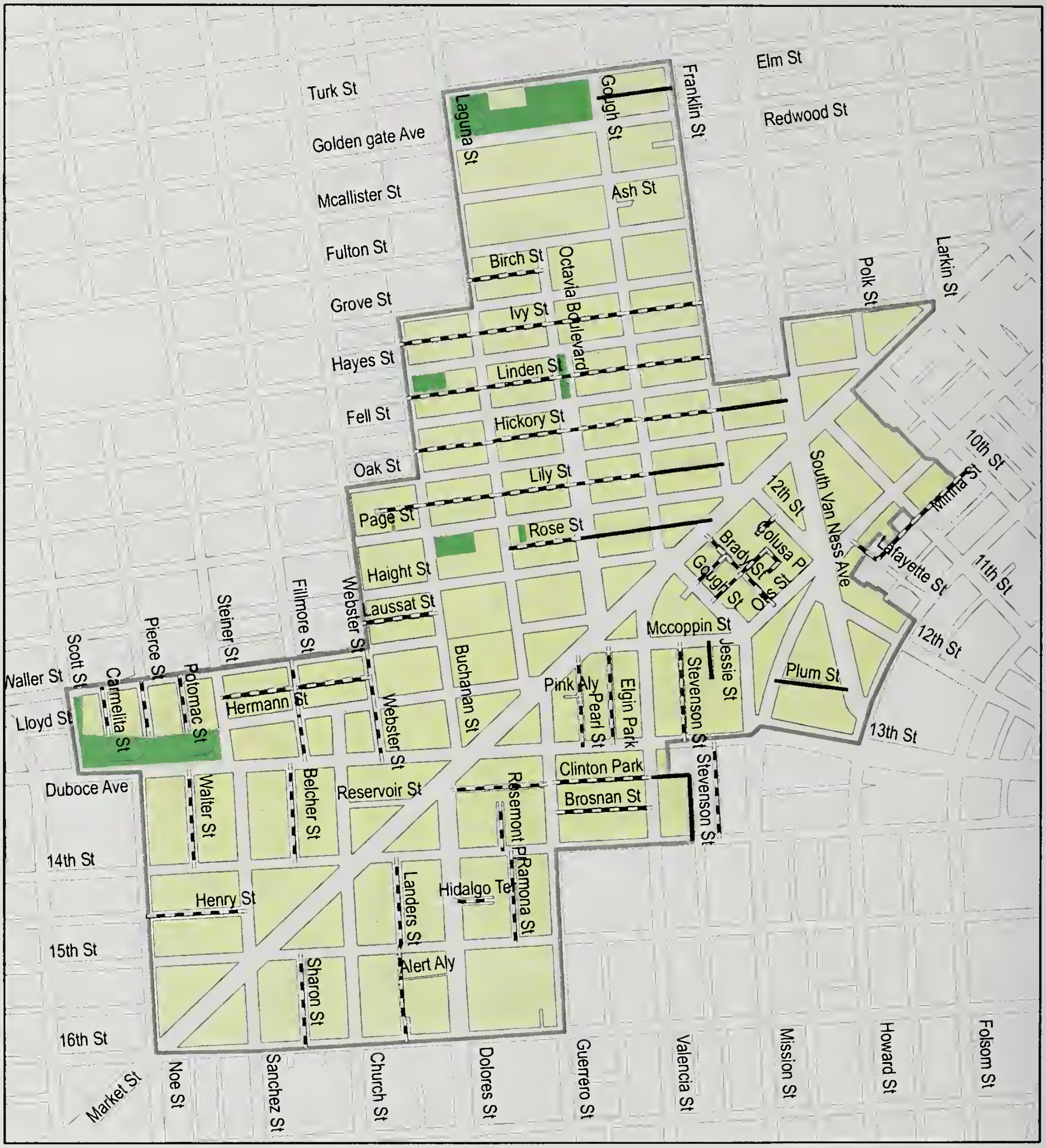
Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Laussat St
Waller St
Lloyd St
Hermann St
Duboce Ave
Reservoir St
14th St
Henry St
15th St
16th St
Market St
Laguna St
Gough St
Franklin St
Elm St
Redwood St
Ash St
Birch St
Octavia Boulevard
Ivy St
Linden St
Hickory St
Lily St
Rose St
Polk St
Larkin St
10th St
Minna St
12th St
South Van Ness Ave
Brady St
Colusa Pl
Gough St
Otis St
Lafayette St
11th St
12th St
Mccoppin St
Jessie St
Plum St
13th St
Pink Aly
Pearl St
Elgin Park
Stevenson St
Clinton Park
Brosnan St
Stevenson St
Scott St
Carmelita St
Pierce St
Potomac St
Steiner St
Fillmore St
Webster St
Webster St
Buchanan St
Walter St
Belcher St
Rosemont Pl
Ramona St
Landers St
Hidalgo Ter
Sharon St
Alert Aly
Noe St
Sanchez St
Church St
Dolores St
Guerrero St
Valencia St
Mission St
Howard St
Folsom St
Legend
Alleys
Public rights-of-way suitable for "living street" improvements
N
0
400
800
1,600 Feet
0
125
250
500 Meters

ALLEYS FOR "LIVING STREET" IMPROVEMENTS

Map 8


Turk St
Golden gate Ave
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Steiner St
Hermann St
Fillmore St
Webster St
Buchanan St
Walter St
Belcher St
Reservoir St
Henry St
Sharon St
Landers St
Alert Aly
Hidalgo Ter
Rosemont Pl
Ramona St
Laguna St
Gough St
Franklin St
Elm St
Redwood St
Ash St
Birch St
Octavia Boulevard
Ivy St
Linden St
Hickory St
Lily St
Rose St
Pink Aly
Pearl St
Elgin Park
Clinton Park
Brosnan St
Mccoppin St
Stevenson St
Jessie St
Plum St
13th St
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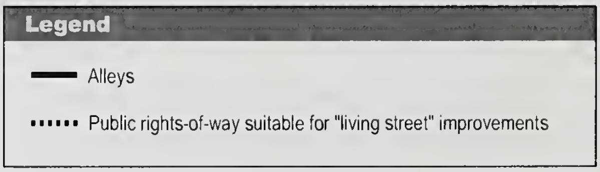
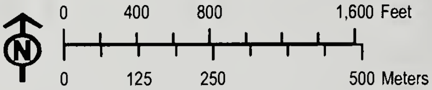
Otis St
South Van Ness Ave
Polk St
Larkin St
10th St
Minna St
Lafayette St
11th St


Legend
Alleys
Public rights-of-way suitable for "living street" improvements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500 Meters

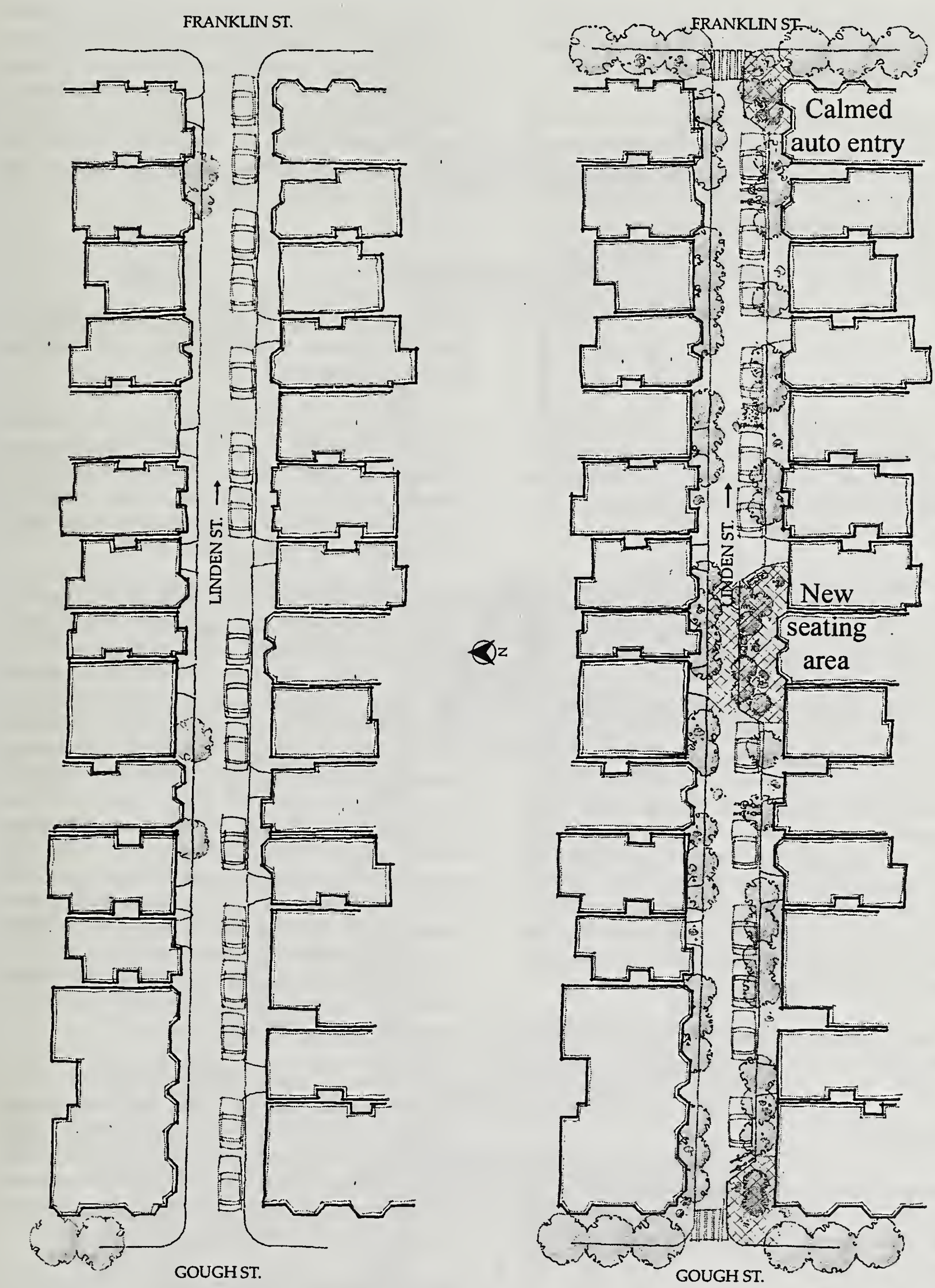

FRANKLIN ST.
LINDEN ST.
GOUGH ST.
N
FRANKLIN ST.
Calmed auto entry
LINDEN ST.
New seating area
GOUGH ST.

Figure 6. LINDEN ALLEY: BEFORE AND AFTER "LIVING STREETS" IMPROVEMENTS

touchdown. The triangular parcel immediately south of the McCoppin Street right-of-way could be incorporated with it to provide a larger open space at this location.

- The Planning Department should work with DPW, MTA, the Recreation and Park Department, and Caltrans to facilitate a public design process for a new plaza in the McCoppin Street right-of-way, and to explore possibilities for the adjacent Assessor's Block 3502/113 west of Valencia Street. (See the larger diagram of the new SoMa West Street System, Figure 12)

POLICY 4.2.2

Improve the pedestrian character of Hayes Street, between Franklin and Laguna Streets, by creating an unobstructed, linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard.

Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and oriented citywide, with numerous galleries and close proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity. Between Franklin and Laguna Streets, where traffic rerouting policies allow converting the street back to two-way traffic, the roadway is wider than it needs to be for vehicular traffic. In this area, the City should undertake a future study which would consider factors such as widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches to create a much needed public open space. Café seating should be allowed to spill out onto widened sidewalks. The sidewalk widening should not adversely affect turning movements for Muni buses.

See Figure 7. Hayes at Gough Intersections: Existing and Proposed

POLICY 4.2.3

Re-introduce a public right-of-way along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue for use by pedestrians and bicycles.

Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved pedestrian access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard, Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.

POLICY 4.2.4

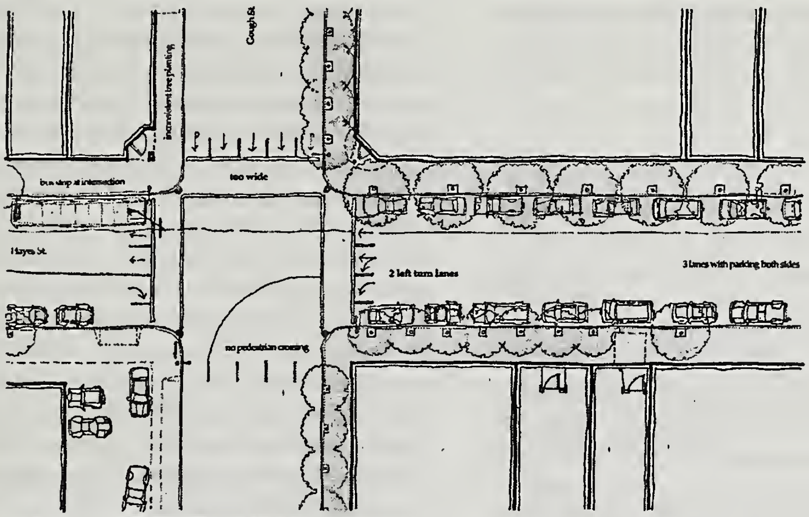
Study further dismantling of the Central Freeway, similar to removal of the freeway ramps between Market and Hayes Streets.

In the long-term, the City should evaluate removing the Central Freeway west of Bryant Street, and to rebuilding Division Street as an extension of Octavia Boulevard. The success of Octavia Boulevard should be analyzed periodically in conjunction with a study of further dismantling of the Central Freeway.

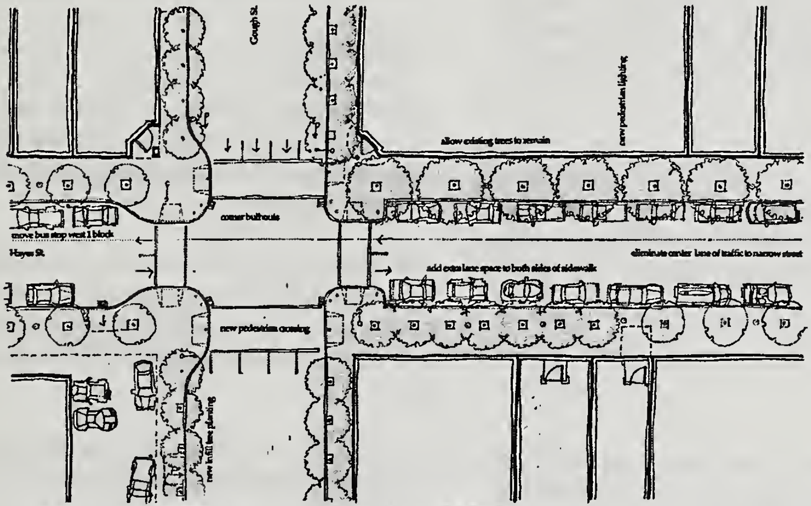
Just as the north-of-Market Street Central Freeway ramps bisected the Market and Octavia neighborhood, the new Central Freeway ramp does the same thing to the south. The area under the freeway is dark and dank and Division Street and its surrounds are unpleasant at best. While pulling the Central Freeway back to Market Street allows the repair of Hayes Valley with minimal negative impacts to cross-town automobile traffic, it does nothing to address the damage done to the Mission District or SoMa West. As important, it disgorges a large volume of high-speed automobile traffic onto Market Street, the most constrained street in the plan area. Market Street is the city's signature street, its most important civic street and the most important for transit, bicycles, and pedestrians. The considerable damage the freeway touchdown has done to the city's most important street is obvious, and the City should purposefully work to repair this damage.

South of Market Street, the Mission Street and South Van Ness Avenue freeway ramps are poorly placed, requiring motorists to make left turns through highly congested intersections to get to and from the Van Ness/Franklin/Gough corridor. These turning movements add delay in already constrained locations, particularly at the Mission/Otis/Duboce/13th intersection.

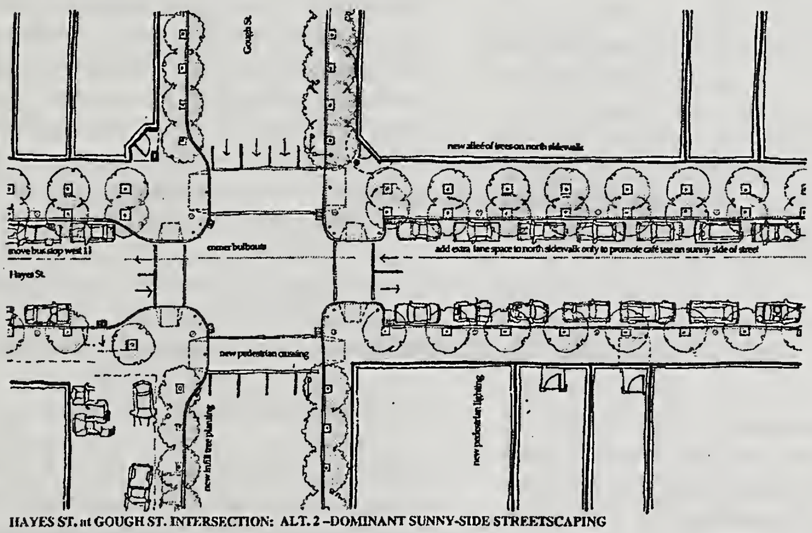
To take better advantage of the SoMa and Mission street grids – and particularly the extra capacity on Brannan, 11th, 12th and northeast Mission Streets, the City should study removing the elevated Central Freeway to the


Gough St.
inconsistent tree planting
bus stop at intersection
too wide
Hayes St.
2 left turn lanes
3 lanes with parking both sides
no pedestrian crossing

HAYES ST. at GOUGH ST. INTERSECTION: EXISTING CONDITIONS


Gough St.
new pedestrian lighting
allow existing trees to remain
corner bulbouts
move bus stop west 1 block
Hayes St.
eliminate center lane of traffic to narrow street
add extra lane space to both sides of sidewalk
new pedestrian crossing
new infill tree planting

HAYES ST. at GOUGH ST. INTERSECTION: ALT. 1- STREETSCAPING SAME BOTH SIDES


Gough St.
new allee of trees on north sidewalk
move bus stop west 1
corner bulbouts
add extra lane space to north sidewalk only to promote café use on sunny side of street
Hayes St.
new pedestrian crossing
new infill tree planting
new pedestrian lighting

HAYES ST. at GOUGH ST. INTERSECTION: ALT. 2 –DOMINANT SUNNY-SIDE STREETSCAPING

Figure 7. HAYES AT GOUGH INTERSECTIONS: EXISTING AND PROPOSED

fullest extent feasible, and rebuilding Division Street as a surface-level extension of Octavia Boulevard.

Market Street

Market Street, the City's "Grand Diagonal," will continue to be honored and protected as San Francisco's visual and functional spine. Market Street has been reconfigured twice in major ways since a 1967 bond issue was approved by San Franciscans to improve it from the Central Freeway to the Ferry Building. This plan confines itself to a series of enhancements to make the street more pleasant to walk along, cross, and cycle upon in the plan area. Improvements to the overall street configuration should be made as part of a comprehensive redesign of the street, from The Embarcadero to Castro Street. Ultimately, the damage done to Market Street and the neighborhood by the poorly conceived freeway touchdown should be addressed and repaired.

OBJECTIVE 4.3

REINFORCE THE SIGNIFICANCE OF THE MARKET STREET STREETSCAPE AND CELEBRATE ITS PROMINENCE AS SAN FRANCISCO'S SYMBOLIC "MAIN STREET."

POLICY 4.3.1

Recognize the importance of the entire Market Street corridor in any improvements to Market Street proposed for the plan area.

Market Street is unquestionably the City's most memorable street. It is our primary ceremonial space, the heart of our downtown, and our most important transportation corridor. There are more demands placed on Market Street than any other street in the City: it accommodates streetcars, buses, trolleys, automobiles and pedestrians who use it as a major route to destinations and as a strolling street.

POLICY 4.3.2

Improve the visual appearance and integrity of Market Street within the plan area through more consistent tree planting, better tree maintenance, decluttering sidewalks, and installing new pedestrian amenities.

While an appropriate redesign of the whole of Market Street is outside of the scope of this plan, significant improvements of moderate cost are possible and desirable to enhance the street within the neighborhood. The magnificent palm trees that march down the center of the street are spotty and noncontiguous in their spacing, and their impact is lost where they are experienced: on the street. There are many opportunities to infill these trees with new ones. Similarly, there are many opportunities for additional trees along the street, at times in double rows. Both existing and new trees should receive the highest level of on-going care. Sidewalks along the street are cluttered with a disarray of newspaper boxes, signs, refuse cans, and utility boxes, which could be clustered more attractively. Benches and pedestrian-scaled lighting fixtures should be provided on the street, particularly at corner plazas.

POLICY 4.3.3

Mark the intersections of Market Street with Van Ness Avenue, Octavia Boulevard, and Dolores Street with streetscape elements that celebrate their particular significance.

The designs for these principal intersections should include streetscape elements—such as special light fixtures, gateways, and public art pieces—that emphasize and celebrate the special significance of each intersection.

Market Street and Van Ness Avenue

The Van Ness Avenue intersection will be provided with pedestrian-oriented additions on the north side and major improvements on the south, associated with the introduction of the Van Ness Avenue Transitway, described in this plan. The intersection should be designed with prominent streetscape elements that signify the crossing of two important streets. This will break up the width of the street into three separate sections, thereby humanizing it and providing pedestrian refuges for people crossing Van Ness Avenue. Widened sidewalks can do the same at the corners, as can extended streetcar platforms on Market Street.

Market Street and Octavia Boulevard

The freeway touchdown added a new public plaza on its south side, west of the freeway touchdown, and wide sidewalk corners and medians on its north side. These spaces should be provided with prominent gateway elements that signify a major entry into the city. A statue, obelisk, light cannon, or other piece of public art should be considered for installation at the center of this intersection. Ultimately, the damage done to Market Street and the neighborhood by the poorly conceived freeway touchdown should be addressed and repaired, and these new public plazas given the civic role they ought to have.

Market and Dolores Streets

Dolores Street has special historic significance to the people of San Francisco and is one of the most visually memorable streets in the city, because of its palm tree lined central median. The intersection of Dolores Street and Market Street should be celebrated by extending the median to Market Street and creating a small paved plaza in front of the statue for people to meet, talk, and sit, and by announcing the presence of this significant city street, taking us to the location of Mission Dolores.

See Figure 8. Market Street at Dolores Street: Existing and Proposed

POLICY 4.3.4

Enhance the transit hub at Market and Church Street.

Church Street, from Market Street to Duboce Avenue, is one of the city's most important transit centers. It is also a center of neighborhood activity, with large volumes of pedestrian and bicycle traffic around the clock. Despite its prominence, the area lacks all but the most basic pedestrian amenities. Relatively simple improvements would dramatically enhance pedestrian and transit rider comfort in the area, making transit a more attractive travel option.

The City should conduct a redesign study of Church Street, north of Market Street. The study should examine re-designing the street as a pedestrian-oriented transit boulevard (e.g., a transit conflict street) or other options that maximize pedestrian and transit connections. The city should also investigate the opportunity to install an enhanced streetcar-loading platform on Duboce Avenue, west of Church Street. The study should strive to ensure safe, convenient and comfortable pedestrian connections to transit facilities and to accommodate bicycle traffic on Duboce Avenue.

Church Street, south of Market Street, features wide sidewalks. Special light fixtures should be installed at this intersection, and the streetcar platform shelters could receive a special "Market Street" design.

See Figure 9. Market Street at Church Street: Existing and Proposed

Policy 4.3.5

Reclaim excess right-of-way around the Muni portal on Duboce Avenue, west of Market Street, to create a focal point museum that celebrates the reconstruction of historic streetcars.

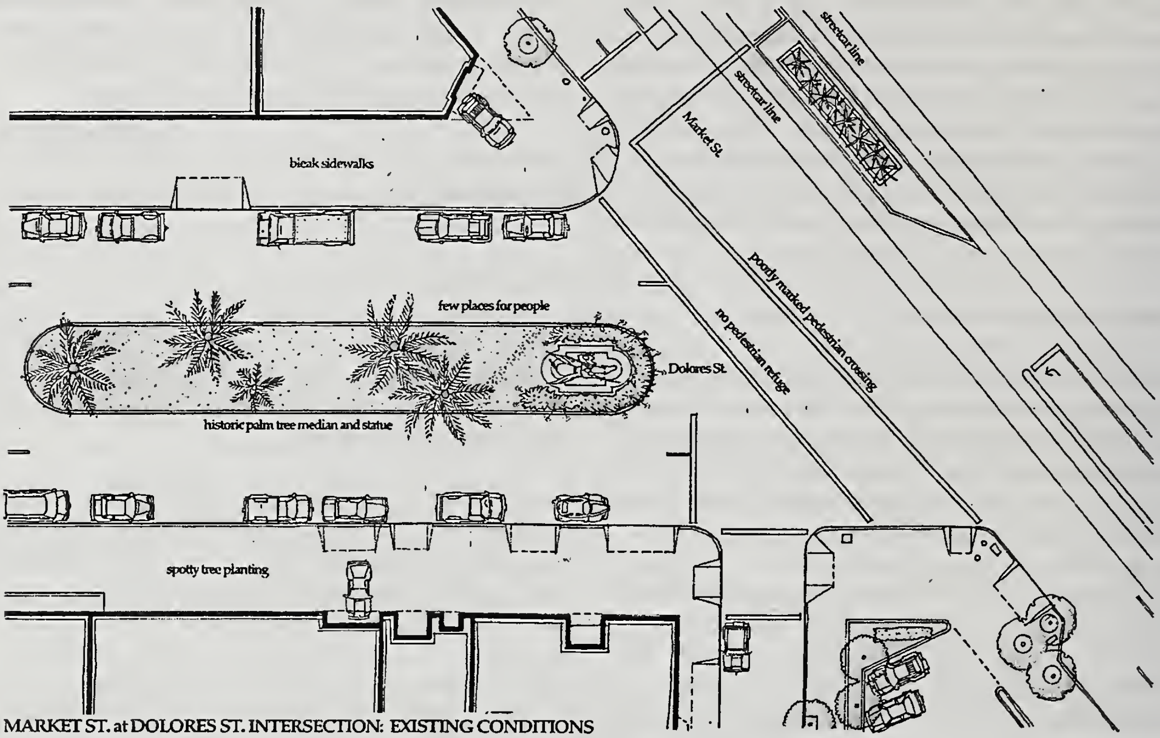
East of Church Street, beyond the Muni Portal and beneath the Mint, Duboce Avenue is presently not much more than a utility yard (albeit one where colorful old streetcars are kept) and the site of an important, well-used bike path passing through. This site can be transformed into a museum that celebrates San Francisco's streetcar history. An overhead shed-like structure would provide space for a working museum, while at the same time retaining a public path along its southern edge for bicycles and walkers. The new structure would provide a much friendlier edge to this public right-of-way than currently exists.

See Figure 10. Page Street at Buchanan Street: Existing and Proposed

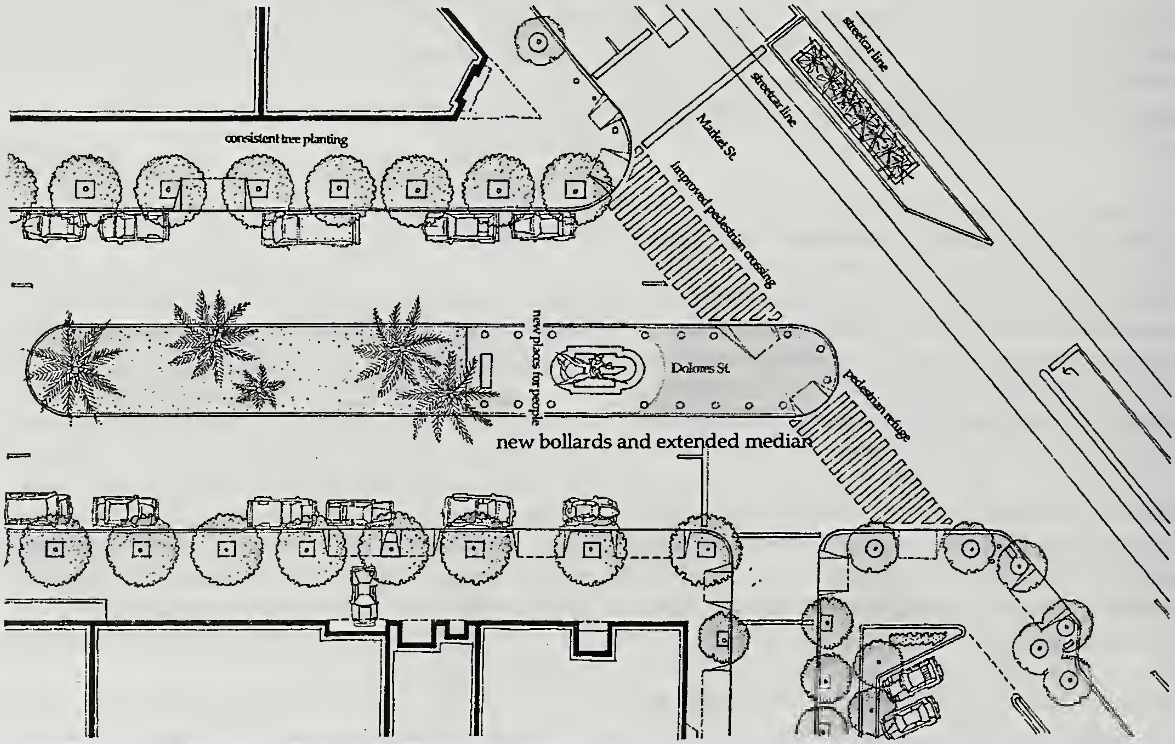
POLICY 4.3.6

Improve BART and Muni entrances and exits to give them a sense of identity and make them less intrusive on sidewalk space.

The very wide BART and Muni entrances and the sidewalks behind them are presently somewhat moribund and hard to recognize. The city should investigate opportunities to create more visible BART/Muni entranceways on Market Street with modest vertical elements to better announce the entries. These areas should also provide small open spaces with sitting areas, integrated news-vending boxes, pedestrian lighting, and information and sales kiosks.

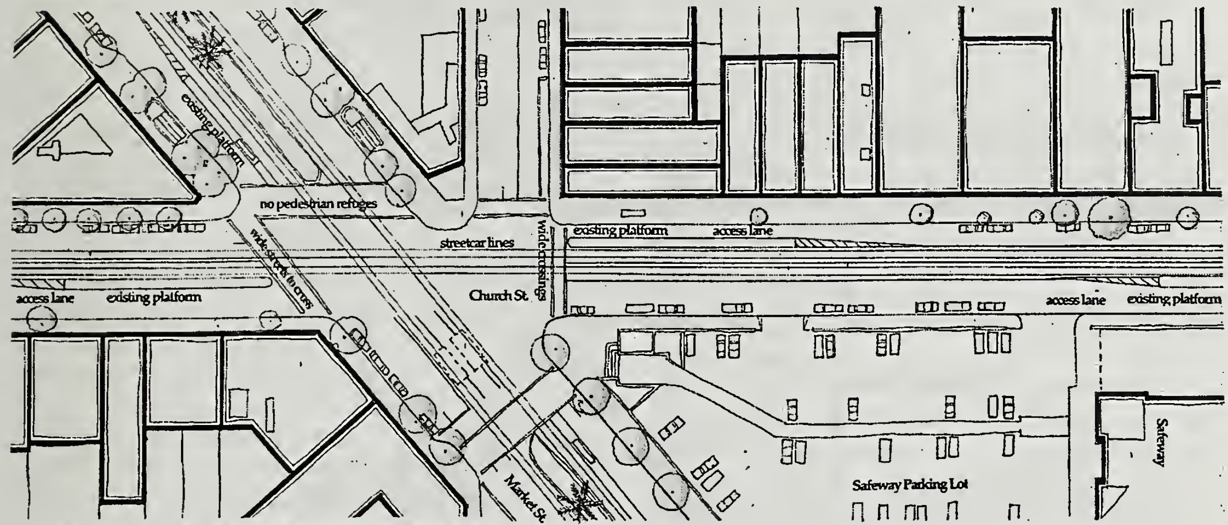

streetcar line
streetcar line
Market St.
bleak sidewalks
few places for people
Dolores St.
historic palm tree median and statue
poorly marked pedestrian crossing
no pedestrian refuge
spotty tree planting

MARKET ST. at DOLORES ST. INTERSECTION: EXISTING CONDITIONS

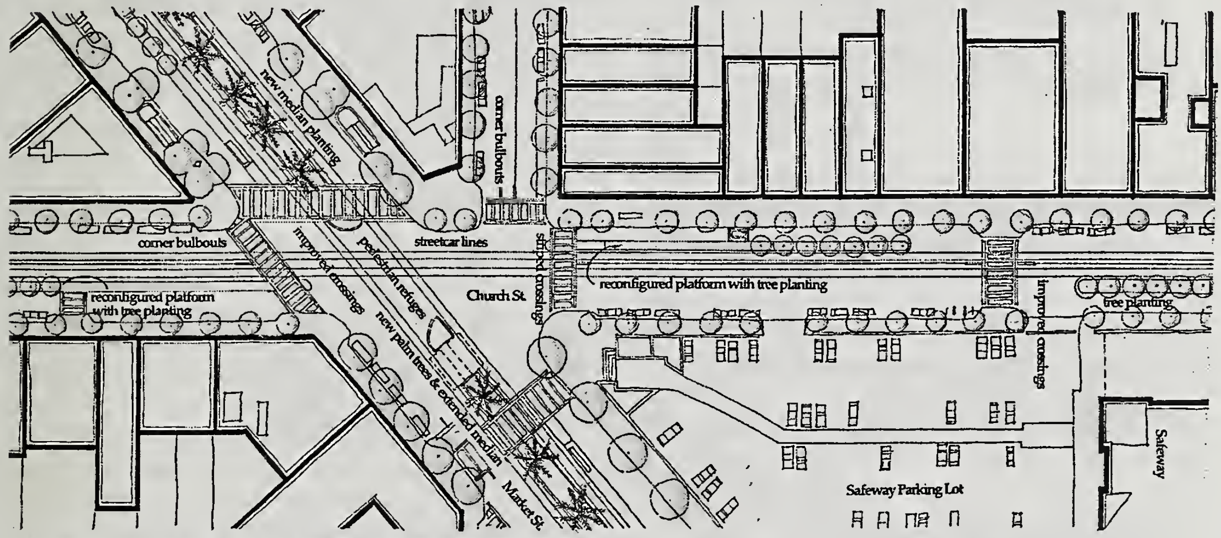

streetcar line
streetcar line
Market St.
consistent tree planting
improved pedestrian crossing
new places for people
Dolores St.
new bollards and extended median
pedestrian refuge

MARKET ST. at DOLORES ST. INTERSECTION: PEDESTRIAN IMPROVEMENTS

Figure 8. MARKET STREET AT DOLORES STREET: EXISTING AND PROPOSED

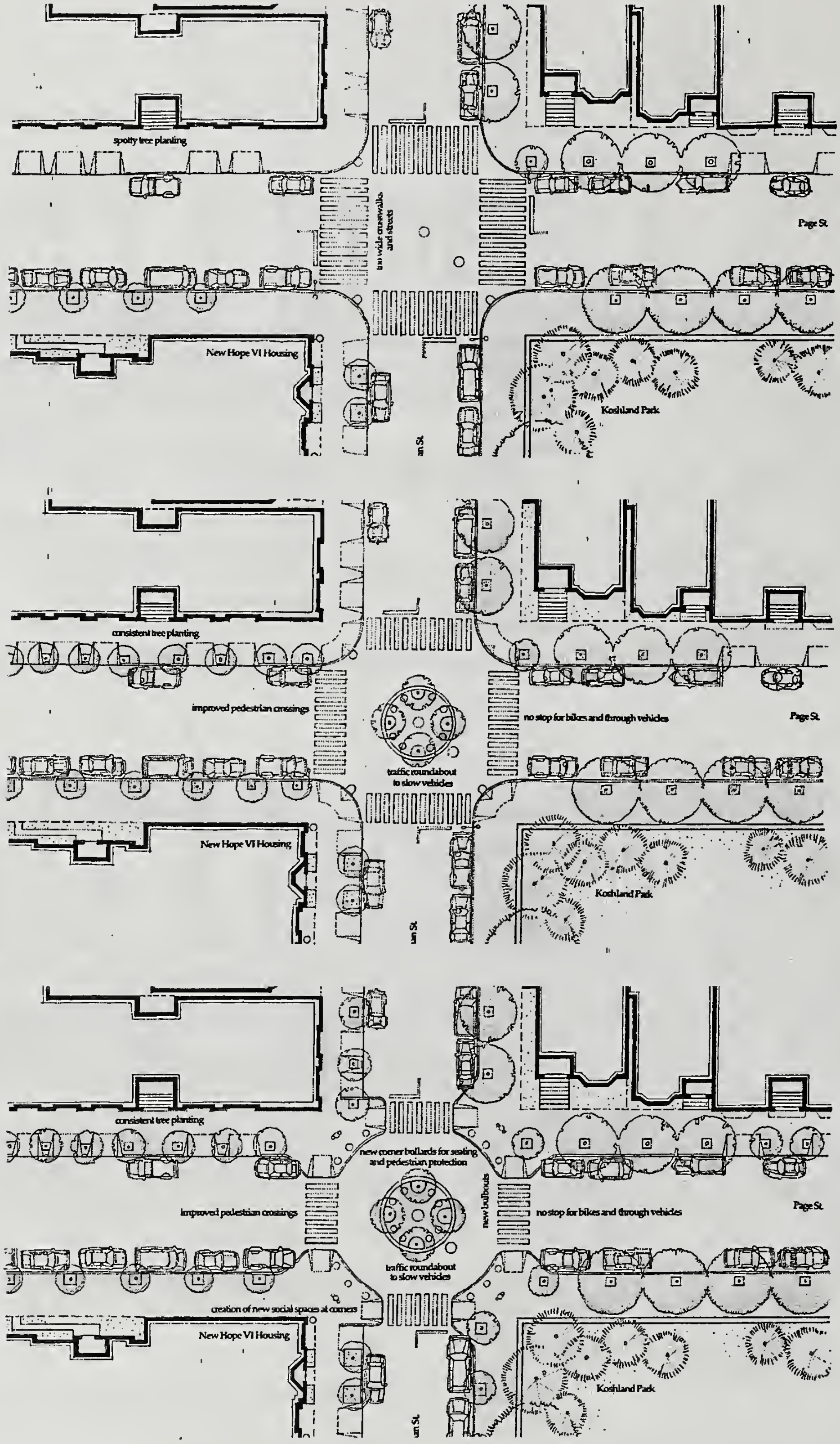

existing platform
no pedestrian refuges
wide streets to cross
streetcar lines
wide crossings
existing platform
access lane
Church St.
access lane
existing platform
access lane
existing platform
Market St.
Safeway Parking Lot
Safeway

MARKET ST. at CHURCH ST.: EXISTING CONDITIONS


new median planting
corner bulbouts
corner bulbouts
streetcar lines
improved crossings
pedestrian refuges
new palm trees & extended median
reconfigured platform with tree planting
Church St.
striped crossings
reconfigured platform with tree planting
improved crossings
tree planting
Market St.
Safeway Parking Lot
Safeway

MARKET ST. at CHURCH ST.: PEDESTRIAN IMPROVEMENTS

Figure 9. MARKET STREET AT CHURCH STREET: EXISTING AND PROPOSED


spotty tree planting
too wide crosswalks and streets
Page St.
New Hope VI Housing
Koshland Park
Buchanan St.
consistent tree planting
improved pedestrian crossings
no stop for bikes and through vehicles
traffic roundabout to slow vehicles
new corner bollards for seating and pedestrian protection
new bulbouts
creation of new social spaces at corners

Page Street and Buchanan Street: Existing Conditions

Page Street and Buchanan Street: with center traffic island and improved pedestrian crossings

Page Street and Buchanan Street: with center traffic island, corner plazas, and improved pedestrian crossings

Figure 10. PAGE STREET AT BUCHANAN STREET: EXISTING AND PROPOSED

5. BALANCING TRANSPORTATION CHOICES

Historically, the Market and Octavia neighborhood has been an imminently walkable place with good access to public transit. Its dense fabric of streets and alleys, relatively gentle topography, and role as the gateway to downtown from neighborhoods to the west have made it an essential crossroads, supporting the development of strong residential districts interspersed by active commercial streets with good transit service.

Since the 1950's, these qualities have become increasingly fragile. With the proliferation of private cars in San Francisco and the region, the Market and Octavia neighborhood's role as a crossroads has led to the imposition of a major regional freeway and the channeling of large flows of auto traffic on Fell, Oak, Gough and Franklin Streets. Because space in the area's dense physical fabric is limited, increasing auto ownership has meant more space dedicated to the movement and storage of automobiles.

This has resulted in less space for housing and more space devoted to parking—resulting in dead ground-floor spaces, overly-trafficked streets, and less room for safe sidewalks, bicycles and transit. Minimum parking requirements for new development, adapted from suburban jurisdictions and introduced in San Francisco in 1957, resulted in more space used for parking in the neighborhood, where driving has the most negative impact, and other ways of getting around are attractive and viable.

Today, the Market and Octavia neighborhood is at a critical juncture. Over the last 40 years, this imbalance has created increased conflicts between cars and people, undermining the ability to provide housing and services efficiently, degrading the value of streets as the setting for public life, and crippling the potential of transit, bicycling, and walking to provide safe and convenient means of getting around. Ultimately, we can provide adequate, affordable housing and vital, healthy neighborhoods only as we restore a balance between the transportation choices available to people. How we allocate space on city streets and how much parking we provide become basic matters of geometry, not ideology: where travel demand is greatest; the allocation of street space must prioritize transit and other modes that move people more efficiently, even if it means reducing space for private autos. While autos will continue to have a place, keeping our streets running means giving priority to ways of getting around that make more efficient use of increasingly limited street space, and limiting the traffic-generating effects of parking where it is most harmful. At base, what this means is going back to a model of city building that strengthens neighborhoods like Market and Octavia, in keeping with its best traditions as an urban place.

To this end, this plan proposes policies to strengthen the area's accessibility by foot, bicycle, and transit, and to prioritize these modes as the long-term vision for how the area will grow. The plan discourages new parking facilities, recognizing that they generate traffic, consume space that could be devoted to housing, and have a negative effect overall on the neighborhood.

***Principle:** Prioritize the efficient movement of people and goods and minimize the negative effects of cars on neighborhood streets.*

Responding to the "Transit-First" Policy means fundamentally changing the way we classify and plan for streets. This plan aims to make this change in the Market and Octavia neighborhood. In keeping with the "Transit-First" Policy, this plan aims to improve the reliability, frequency, and overall dignity of transit, bicycle, and pedestrian service and amenities in the area while managing the parking supply to provide efficient and equitable access to a variety of users.

***Principle:** Better management of existing resources is more effective in improving service than simply increasing capacity.*

The easiest way to improve transit speed and reliability, for example, is to move existing transit vehicles faster by getting them out of traffic. A perceived lack of customer parking can be remedied by metering on-street spaces for short-term use. Management can effectively influence people's choice of travel mode, as the region has demonstrated with tolls on the Golden Gate and Bay Bridges that support regional transit service. Management can also be used to balance parking supply and demand, as the city has shown with short-term pricing at the 5th and Mission Garage and other city garages, which discourage all-day commuter parking and encourage short-term customer parking.

Making Public Transit Work

Transit riders, like all travelers, are rational decision makers. They are transportation consumers, and they are looking at what is the best value for their needs. Any given traveler will not select a travel mode if it is more time consuming, less convenient, less reliable, and equally costly. The primary factors that influence mode choice are:

- time and cost,
- convenience, reliability and flexibility, and
- availability of information.

To this end, the plan prioritizes the frequent and reliable operation of transit on the city's core transit streets. The plan also calls for improving the function and design of essential transit facilities and nodes. As more people come to the neighborhood, we have to give them good reasons to come without a car.

OBJECTIVE 5.1

IMPROVE PUBLIC TRANSIT TO MAKE IT MORE RELIABLE, ATTRACTIVE, CONVENIENT, AND RESPONSIVE TO INCREASING DEMAND.

For transit to meet the needs of San Francisco's population, it must offer travel times and reliability that compete well against the private automobile. Unfortunately, congestion has a disproportionate impact on transit relative to cars, given transit's fixed routes and passenger boarding needs. Moreover, traffic-light systems that are timed to benefit autos often force transit vehicles to "bunch" together, decreasing reliability for passengers. These problems can be overcome by providing transit-preferential treatments, from traffic signal prioritization to creating dedicated transit rights of way, where buses and streetcars are removed from the traffic around them. If the goal of the transportation system is to maximize the movement of people, street improvements that give transit a clear priority over private vehicles are essential. In some cases this may require reallocating street space from automobiles to transit.

See Map 9. Proposed Transit Improvements

POLICY 5.1.1

Implement transit improvements on streets designated as "Transit Preferential Streets" in this plan.

Market Street

At the confluence of San Francisco's three main grids, a significant share of all Muni lines converge on Market Street. At Market Street at Van Ness Avenue, five lines come together and run on average every two minutes in each direction, not counting subway service. Closer to downtown, thirteen Muni lines are scheduled every 40 seconds in each direction. With so many lines in one place, seemingly insignificant delays can quickly compound through the system. For example, a continuous one-minute delay for all Muni vehicles on Market Street at O'Farrell Street results in a cumulative 2,300-minute daily delay, significantly reducing reliability system-wide. That is equal to 38 hours of service. Over the course of a year, the extra cost to the city would exceed $1 million. Market Street's importance to the success of the whole transportation system cannot be overstated.

In addition to urban design improvements to make Market Street more friendly to pedestrians, it is critically important that the operations of Market Street be improved to eliminate Muni delays. Two important ways of achieving this are by refining signal timing and creating enforceable transit-only lanes.

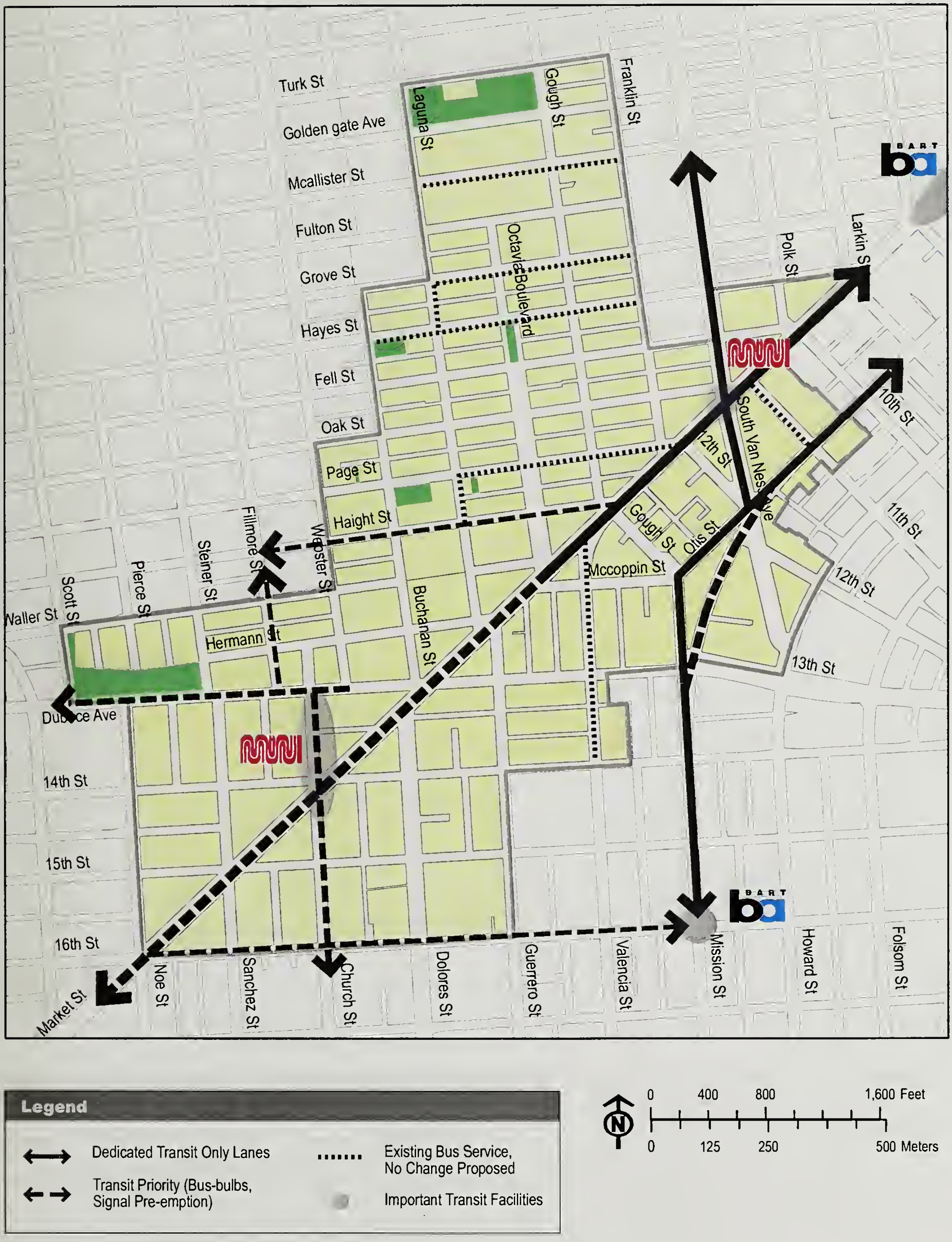
In order for signal timing to work without creating unnecessary red time for the cross streets, it is critical that other vehicles not impede Muni's progress. Currently, so many cars use Market Street in the downtown that it may take several light cycles for the buses and streetcars to move to the next block - delays occasionally in excess of 10 minutes. The existing "bus only" lanes are not clearly marked, are generally not enforced, and are thus ignored by motorists.

The City should consider the following means to improve transit speed and reliability:

- Changes to traffic signal timing.
- Transit lane delineation.
- Increased enforcement of existing rules against driving in the transit only lanes or raising fines and post them prominently.
- Designation of other routes for private automobiles.

PROPOSED TRANSIT IMPROVEMENTS

Map 9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Transit Priority (Bus-bulbs, Signal Pre-emption)
Existing Bus Service, No Change Proposed
Important Transit Facilities
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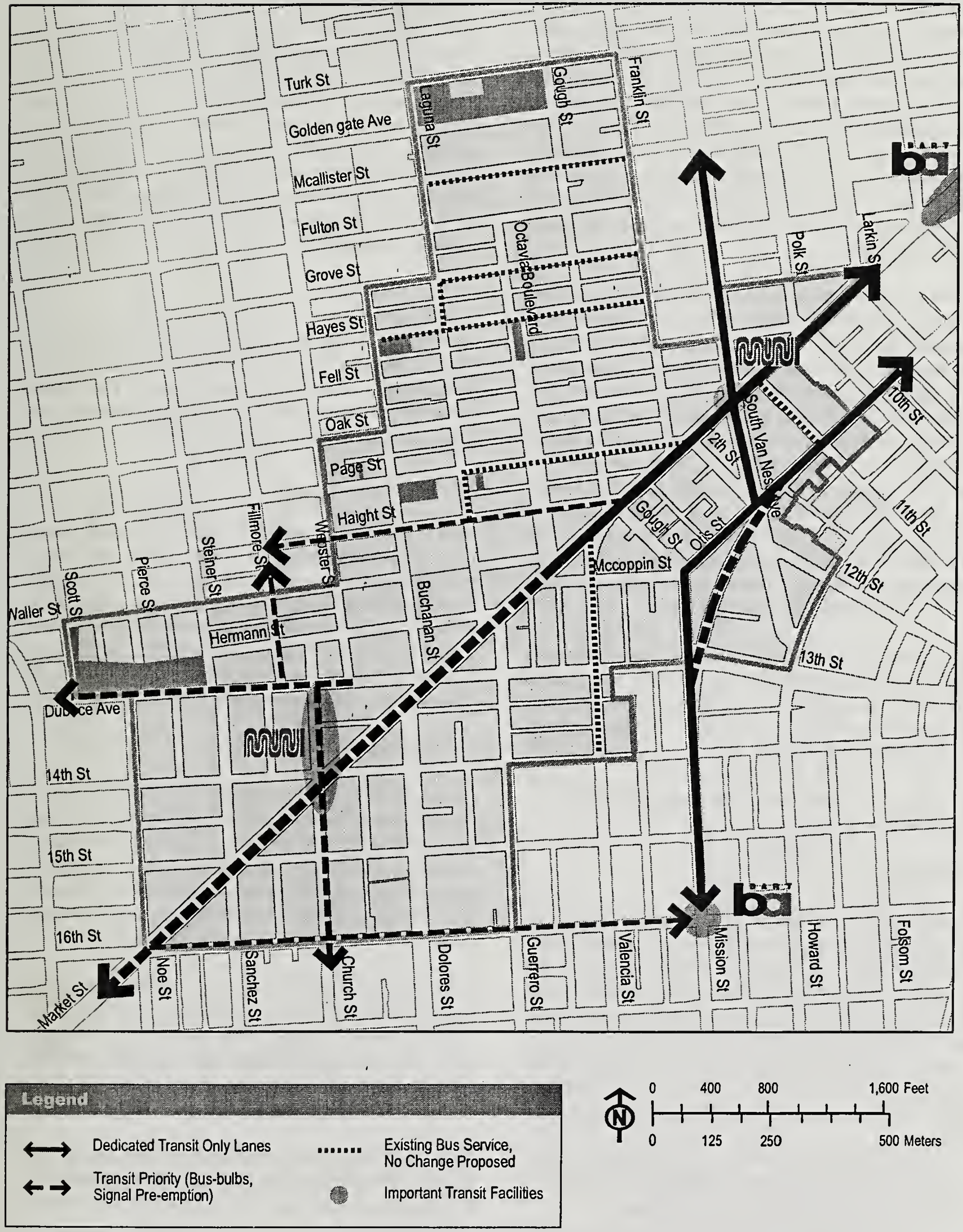
PROPOSED TRANSIT IMPROVEMENTS

Map 9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Van Ness Avenue

Along with Market, Mission, Geary and Stockton Streets, Van Ness Avenue is one of the most critical links in the City and regional transit system. Besides the core Muni lines that run the length of it, it is also served by seven Golden Gate Transit lines, connecting San Francisco to points throughout Marin and Sonoma counties. It is also U.S. 101, a state highway and major auto route. As a result, it experiences severe peak period congestion, which in turn creates equally severe reliability problems and travel time impacts for the transit routes that serve it.

Van Ness should be thought of as part of the core Muni Metro system. While it is not a candidate for light rail at this time because of its lack of connectivity to the rest of the system, the high number of buses in this transit corridor suggest that it would be better developed with "bus rapid transit" (BRT): an at-grade, rubber-tire version of a subway line. Such systems have been highly successful all over the world. In North America, Ottawa has a network of high-quality buses that operate as subways, Los Angeles has implemented Phase 1 of such a program on the Wilshire/Whittier corridor, and AC Transit has recently decided to implement such a system on the Telegraph/Broadway/International Boulevard corridor in Berkeley and Oakland.

San Francisco is now in the process of investigating the feasibility of bus rapid transit on Van Ness Avenue. The illustration at right shows a possible solution, however the specifics of the project are yet to be determined and would require further study.

See Figure 11. South Van Ness Avenue from Market to Howard Streets

Mission Street

Another corridor of critical citywide importance, Mission Street serves the southeast corner of the plan area and connects to the Downtown, Mission District, the Excelsior, and Daly City. As a vital commercial street over its entire length, the operations of Mission Street are complicated by the need for extensive loading and customer parking. Transit functioning could be improved by a detailed study of Mission Street. A traffic study could provide analysis and suggest refinements to these ideas.

The study should encourage transit preferential treatments on designated TPS streets in the area.

Haight Street

Though secondary to critical streets such as Mission and Market Streets and Van Ness Avenue, Haight Street is a designated primary transit street with four lines serving it. Transit on Haight Street is delayed by congestion in the commercial sections and by stop signs placed along its entire length. Muni should study reducing these delays by removing stop signs and replacing them with preempted traffic signals if appropriate. In addition, MTA should consider reducing through-traffic on Haight Street and enforcing laws against double parking more strictly.

As with the 21-Hayes and the 5-Fulton buses, an additional transit-only signal phase should be considered where Haight Street meets Market Street. This would allow the eastbound Haight Street buses to avoid detouring at Laguna Street to Page Street.

Church Street

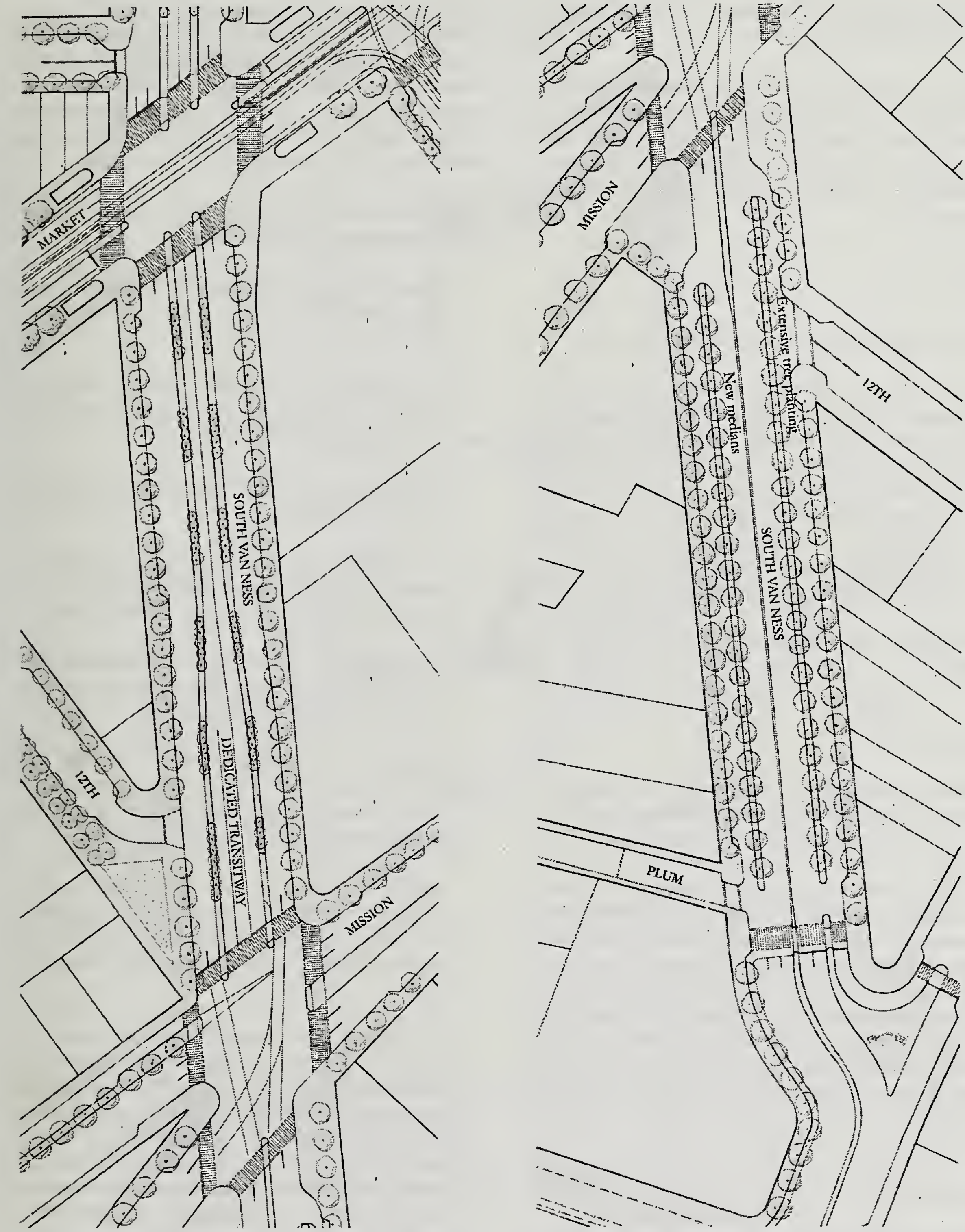
Like Haight Street, most of the length of Church Street is designated as a primary transit street, and transit suffers significant delays along portions of it due to congestion, stop signs, and signal timing, particularly at the Market Street intersection. Several improvements should be explored along Church Street - particularly the four-lane segment between Duboce and 16th Streets -- in order to make transit function better.

The Light Rail Network

Delays throughout the Metro light rail system affect the performance of the Muni Metro in the study area. Unlike most other cities in the world, San Francisco has most of its streetcars run in mixed flow with other traffic. Unlike buses, streetcars cannot turn to avoid backups, left-turning vehicles, or double-parked vehicles. This results in increased travel times and a reduced reliability.

The most cost-effective method to increase person capacity in the Muni Metro is to improve travel time on all light rail vehicles throughout the system. If the vehicles move more quickly, they can be turned around more quickly, increasing frequency at no additional cost. With increased frequency, more people can be served.

Future studies should consider ways to increase efficiency of the Muni Metro outside of this plan area, in coordination with the Transit Effectiveness Project


MARKET
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MISSION
MISSION
Extensive tree planting
New medians
SOUTH VAN NESS
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PLUM

Street improvements proposed for South Van Ness Avenue, from Market to Mission Streets

Street improvements proposed for South Van Ness Avenue, from Mission to Howard Streets

Figure 11. SOUTH VAN NESS AVENUE FROM MARKET TO HOWARD STREETS

(TEP), currently being developed by MTA and the Controller's Office.

The performance of the subway itself may be able to be improved further with newer versions of the Advanced Train Control System (ATCS) installed in 2000. Additional capacity could also be created by adding more, or longer, Castro Shuttle 'S' trains, which were recently made permanent.

POLICY 5.1.2

Restrict curb cuts on transit-preferential streets.

To maintain transit running time, it is critical to limit the number of turning movements made by autos on transit-priority streets. Left turns into off-street parking areas, in particular, have a significant negative effect on transit. Therefore, the city should not allow new curb cuts on transit preferential streets. If off-street parking is necessary for a development project on a transit preferential street, access should be from the side street, back alley, or other adjacent street where possible.

See Map 10 Frontages Where Curb Cuts Are Not Permitted

POLICY 5.1.3

Establish a Market Octavia neighborhood improvement fund to subsidize transit, pedestrian, bicycle, and other priority improvements in the area.

Every effort should be made to maximize housing opportunities where there is fast and reliable transit, convenient access to neighborhood shops and services, and safe and attractive streets and open spaces designed for pedestrians and bicyclists. Adequate funding for the plan's improvements is essential to this effort. The Planning Department should explore a range of revenue generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources.

POLICY 5.1.4

Support innovative transit solutions that improve service, reliability, and overall quality of the transit rider's experience.

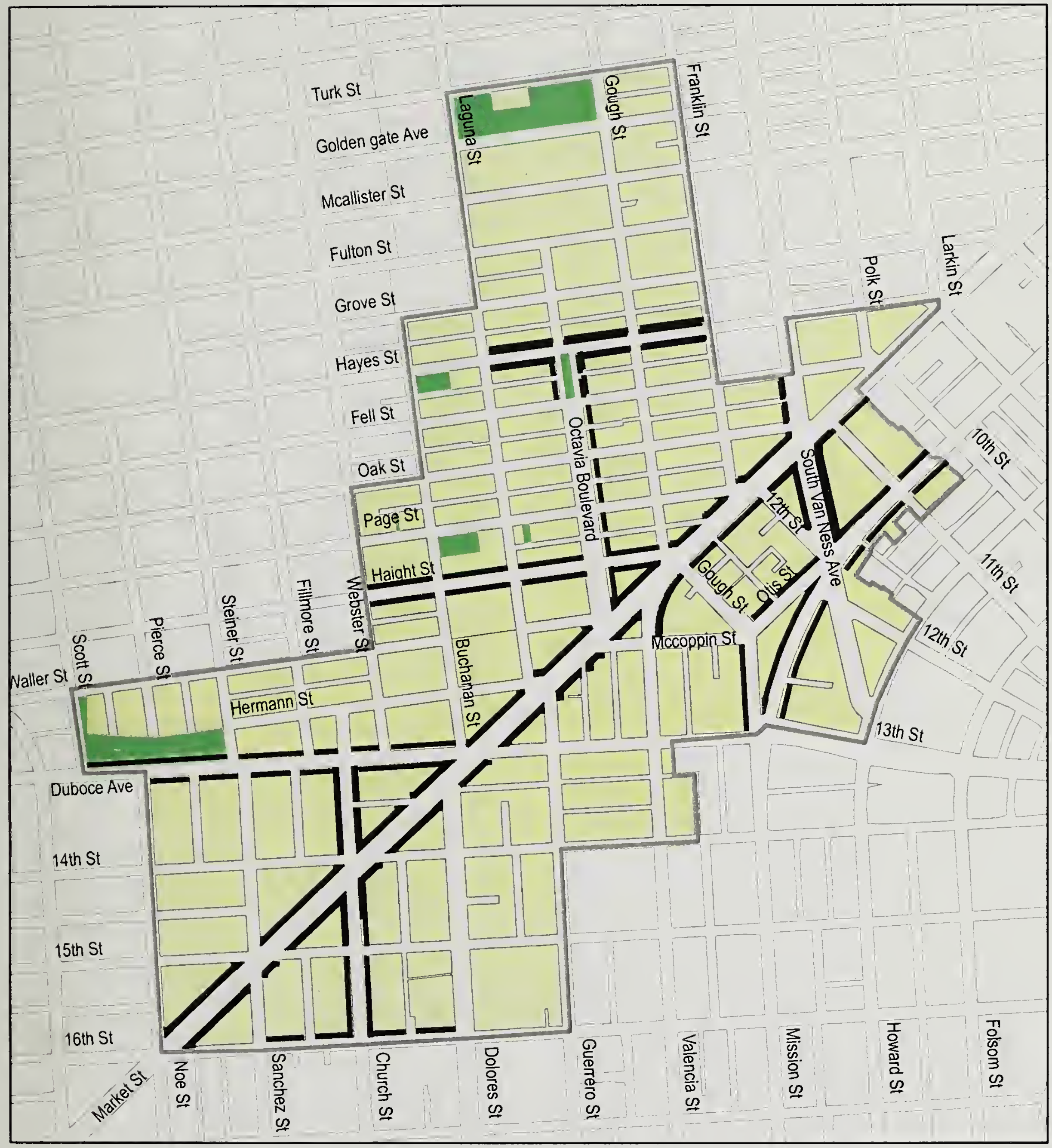
In addition to improvements to individual MUNI lines, system-wide improvements could improve transit service and should be considered. Improvements that increase transit running speeds, real-time passenger information systems, "proof-of-payment" policies that expedite ticketing and boarding, and other innovations should be explored and applied in the plan area.

Ideas for future study to improve transit service include but are not limited to the following:

- dedicated bus lanes, including the possibility of bus rapid transit, on Van Ness Avenue. (MTA, Muni, Caltrans).
- transit preferential treatments, such as stop sign removal and signal preemption/prioritization, on bus route streets. (MTA, Muni)
- enforceable transit-only lanes on transit preferential streets. (MTA)
- transit preferential treatments outside the neighborhood along corridors outside the Plan Area to improve frequency and capacity within it. (MTA)
- new transit services outside the neighborhood that will reduce the need to drive from the west side of the city into downtown. (MTA)
- establishment of a transit impact development fee (TIDF) to assist in funding the proposed transit improvements. The Planning Department shall be the implementing agency for this fee.
- prohibition of new curb cuts on traffic-preferential streets and reduction or elimination of existing curb cuts where opportunities arise. The Planning Department shall be the implementing agency for this fee.
- establishment of an impact fee for residential development that funds a range of transit, pedestrian, and bicycle improvements, and extend impact fees on commercial fees from the downtown to include the Market and Octavia neighborhood. Proceeds should go to an "Alternative Transportation Improvements Fund" for the Market and Octavia area. Funds should be used exclusively to implement the transit, pedestrian, and bicycle improvements outlined in this plan. The Planning Department shall be the implementing agency for this fee.

FRONTAGES WHERE CURB CUTS ARE NOT PERMITTED

Map 10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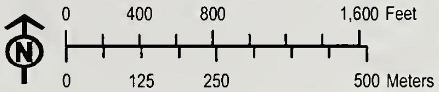
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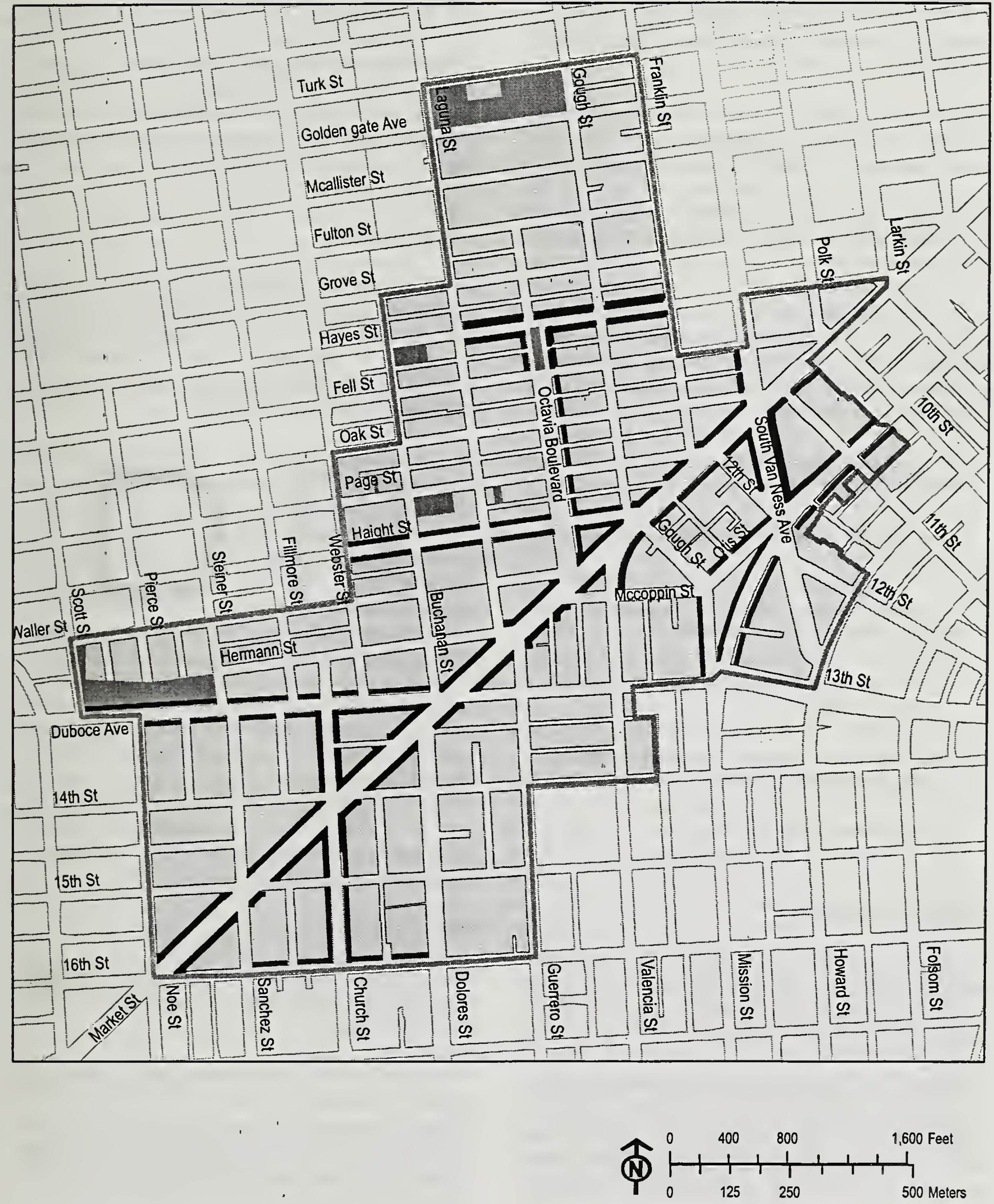
FRONTAGES WHERE CURB CUTS ARE NOT PERMITTED

Map 10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POLICY 5.1.5

Monitor transit service in the plan area as part of the one and five year monitoring reports.

Reliable information is a centerpiece of improvements to any system, including transit.

As part of the Market & Octavia monitoring process, the City should therefore acquire useful service performance statistics to measure changes in transit provision, and support the documentation of the need for additional transit capacity, reliability and connectivity. This effort should be coordinated with the development of the Downtown

Plan Monitoring Report, as well as the Commerce and Industry reports, which also rely on Muni performance data. Over time, these reports can track changes in transit demand and service through an ongoing analysis of the following indicators:

- level of crowding (load factors, pass-ups): access to available services;
- peak period ridership: patronage along specific lines;
- scheduled headway adherence: confidence in design headways;
- on-time performance by mode: reliability of different transit modes;
- provision of information to passengers: ability to disseminate relevant real-time
- transit information (e.g., delays).

Managing Parking

No great city is known for its abundant parking supply. The Market and Octavia neighborhood's compact and walkable character has enabled it to work well for people for more than a century.

Every choice to give up scarce space in the neighborhood for parking comes at a cost - it dilutes the critical mass of housing and services that makes the place work well for people, and encourages more driving on streets that are reaching capacity and bogging down transit. While new development has often meant more cars on crowded neighborhood streets, this Plan requires new development to build on the area's accessibility by foot, bicycle, and transit, and to discourage driving. To this end, the objectives and policies that follow limit parking in new development and call for the more effective management of existing parking resources. These objectives and policies, working together with the land use, housing, and public improvements proposed elsewhere in the plan, are the key to realizing Market and Octavia neighborhood's potential as an urban place.

OBJECTIVE 5.2

DEVELOP AND IMPLEMENT PARKING POLICIES FOR AREAS WELL SERVED BY PUBLIC TRANSIT THAT ENCOURAGE TRAVEL BY PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION MODES AND REDUCE TRAFFIC CONGESTION.

San Francisco's Downtown Area Plan successfully implemented parking management strategies that discouraged auto dependence by limiting parking development, enabling the development of 14 million square feet of commercial space to be built and thrive on public transit and very little parking. Market and Octavia parking management strategies allow some neighborhood residents to choose a "car-free" or "car-reduced" lifestyle. In a center-city neighborhood such lifestyles reduce expensive transportation costs and encourage healthy modes of transportation such as walking and bicycling. Because the Market and Octavia neighborhood is one of the city's best transit-served areas, it naturally supports transit-oriented living. In keeping with the "Transit First" Policy (City Charter, Section 16.102), every effort should be made to manage parking supply and pricing to encourage the use of public transportation and alternative ways of moving about.

POLICY 5.2.1

Eliminate minimum off-street parking requirements and establish parking caps for residential and commercial parking.

Eliminating parking requirements will support the creation of housing and increase the affordability of housing, as well as encourage new space for small-scale commercial uses and services, in keeping with the scale of existing commercial streets. Parking maximums should allow varying amounts of parking depending on a site's proximity to transit and services and the overall intensity of use expected in the future.

POLICY 5.2.2

Encourage the efficient use of space designated for parking.

Often, space used for parking represents a lost opportunity to provide space for housing and commercial uses. Where it is provided, space dedicated to parking should be used as efficiently as possible, thereby minimizing this lost opportunity. Through the use of tandem parking, valet services, and new parking technologies, the amount of space needed to park a car can be reduced dramatically. Every effort should be made to encourage efficient use of space.

- Encourage innovative means of increasing the efficiency of space devoted to parking (parking lifts, valet parking, etc.).
- Do not require individual parking and loading spaces to be independently accessible. Expand the planning code definition of a parking space to include tandem spaces, spaces in parking lifts, and valet parking spaces.
- Do not permit the minimum dimensions for a parking space to be exceeded by more than 15 percent.

POLICY 5.2.3

Minimize the negative impacts of parking on neighborhood quality.

Off-street parking, where it is above ground, detracts from the character and quality of neighborhood streets. Parking garages typically bring with them large expanses of blank walls with nothing of interest to the passerby, creating dead spaces that are almost always avoided and contribute little to the life of the neighborhood. By ensuring that parking is located below grade, or at the least lined with more active uses and activities, the negative effects of parking on the neighborhood can be kept to a minimum.

- In districts with large lots and where more intensive residential development is possible, limit the use of above-ground space for parking to minimize large frontages devoted to parking and to maximize opportunities for housing and community-serving uses.
- Where above-ground parking is permitted, require it to be setback from building facades that face public rights-of-way.

POLICY 5.2.4

Support the choice to live without a car.

More than 40 percent of the households in the Market & Octavia neighborhood live without a car. The area's access to transit, to local shopping, and to the downtown make it an ideal place to live with less dependency on the private automobile. In addition to retiring the minimum parking requirement, every effort should be made to support this possibility by ensuring that housing without parking is available in the neighborhood, and that supportive services such as carsharing and taxis are readily available. The City should investigate the full costs to the public of parking in new developments; and should consider recovering these costs and using the proceeds to fund transit improvements and to increase the quality of streets for pedestrians.

POLICY 5.2.5

Retire minimum off-street loading requirements for residential uses and establish maximums based on the existing minimums.

The city currently requires most new residential development to provide one off-street loading space for every 100,000 sf. of development. While space for loading is important, this requirement is geared toward meeting the building's one-time needs on "move-in day" and results in more loading spaces than are needed for its day-to-day operation. It also is geared to street designs where every use is give its own space, when flexible management of uses might work as well or better while at the same time creating better street designs. Large areas of the ground floor that could otherwise be used for housing, retail and other community-serving uses are thus given over permanently to loading spaces that are rarely, if ever, used. Rather than prescribe a requirement that responds to a one-time need or lack of street management, new development should provide the amount of loading space necessary to operate the building, and arrangements made to provide on-street space for loading to take place on move-in days.

POLICY 5.2.6

Make parking cost transparent to users.

The cost of parking is often aggregated in other costs, especially in rents for residential and commercial property. This forces people to lease parking, with no consideration of need or the availability of alternatives to driving. This could be avoided if, for all types of development, city policy was to require parking costs to be made visible and disaggregated from residential or commercial rents. Employer subsidies for employee parking should by limited as much as possible, and equal subsidies offered to employees who do not drive to work.

POLICY 5.2.7

Establish parking pricing in city-owned facilities that supports short-term use.

Parking policy is one of the City's key traffic management tools under the city's control.

The City should adopt a general pricing structure that benefits short-term users similar to that used for the city's garage at Fifth and Mission Streets and most other city-owned garages. Make this type of pricing structure mandatory for city-owned parking facilities in the plan area.

POLICY 5.2.8

Strongly discourage construction of new public parking facilities.

In accordance with Section 8A.113 of the City Charter (1999), new parking facilities cannot be constructed if the garages will reduce the future citywide Parking Authority revenues below those obtained in fiscal year 1999-2000. Cheaper parking, or an oversupply of parking, would shift demand away from public transit, reducing ridership on Muni and regional transit providers.

Establish a clear Planning Commission policy discouraging new parking structures in the Market and Octavia Neighborhood Plan area. While new parking facilities are discouraged, there may be certain circumstances in which these facilities would be allowed as a last resort by a Conditional Use Permit. When considering additional public parking facilities, a full Transportation Demand Management (TDM) study should be done. This study should catalog and rank TDM solutions to capacity and supply questions. Before approving additional parking facilities, the TDM study should insure that the implementation of modern solutions will resolve identified transportation demand management problems. TDM studies should consider at a minimum the following issues:

- Section 8A.113 of the City Charter states new parking facilities can only be constructed if associated costs will not decrease the revenue dedicated to the Municipal Railway below that generated for fiscal year 1999-2000. Given this requirement, local demand would have to support prevailing downtown parking fees.
- Employers, educational institutions, and cultural institutions should encourage alternative modes of transportation by providing discounted transit passes or discounted admission for use of alternative transit.
- The Parking Authority should charge market prices for parking facilities.
- Full utilization of existing parking supply includes: valet parking in garages, shared parking with neighboring facilities, both public and private, shuttles from other nearby parking facilities such as Polk Street.
- Should a TDM study indicate that an increased parking supply is imperative to meet daily trip demand, new or expanded facilities could be allowed with a Conditional Use permit at locations where the new facilities would be least disruptive to the surrounding neighborhood. An expansion to the Performing Arts Garage, as an existing facility, may be an example of a "less disruptive" expansion of parking capacity, if other conditions are met.

OBJECTIVE 5.3

ELIMINATE OR REDUCE THE NEGATIVE IMPACT OF PARKING ON THE PHYSICAL CHARACTER AND QUALITY OF THE NEIGHBORHOOD.

POLICY 5.3.1

Encourage the fronts of buildings to be lined with active uses and, where parking is provided, require that it be setback and screened from the street.

Throughout the plan area every effort should be made to maintain an active street front. Off-street parking and the dead spaces created by garage doors discourage use of the adjacent street and are uncomfortable to pedestrians.

OBJECTIVE 5.4

MANAGE EXISTING PARKING RESOURCES TO MAXIMIZE SERVICE AND ACCESSIBILITY TO ALL.

Existing parking resources should be optimized before considering any substantial increase in parking supply. Increasing supply is just one way, arguably the most costly and time-consuming, to increase the availability of parking. More effective pricing, more efficient management of supply, and better information can all result in dramatically improved parking availability in an area without adding a single parking space.

POLICY 5.4.1

Consider revisions to the Residential Parking Permit (RPP) program that make more efficient use of the on-street parking supply.

Many San Franciscans live in older neighborhoods where parking for existing residences and businesses is scarce and they rely on a limited amount of on-street parking. While requiring off-street parking spaces gives the appearance of a solution in the short-term, over time it only exacerbates the problem, which would be more directly addressed by limiting the issuance of parking permits based on the availability of parking spaces, and through increasing fees for on-street permits to more closely reflect their true market value.

The MTA and other relevant policy bodies should consider the following revisions to the

Residential Parking Permit (RPP) program for the Market & Octavia neighborhood:

- Grandfather existing residents with one RPP per household at the current rate, indexed annually, for as long as they live at their current address.
- Restrict the issuance of RPPs to new residents based on available on-street parking supply.
- Price new RPPs at market rate, allowing for only a short waiting list, if any. Revenue in excess of the administrative fee could go into the alternative transportation fund, described in Policy 5.2.1
- Extend the hours of RPP zones beyond the current 9 AM to 6 PM, if residents desire.
- Allow RPP residents to sell excess daytime parking capacity to businesses, but do not permit the sale or purchase of daytime capacity for commuter parking. Revenue generated should be used for neighborhood improvements, especially alternative transportation related improvements such as pedestrian improvements, bicycle parking, or transit facility enhancements.
- Consider automatically establishing or extending an RPP zone when on-street parking occupancy exceeds a pre-determined benchmark, upon residents request, or to prevent spillover effect.

POLICY 5.4.2

Prioritize access to available publicly-owned parking (on- and off-street) based on user needs.

Access to public parking should be allocated based on need and should maximize accessibility to the most appropriate users. There is a clear, demonstrated need, for instance, for dedicated parking space for those with physical disabilities, for required deliveries, and for short-term users. A commuter parking space, by contrast, encourages peak-period driving trips, which negatively impact the street system when it is the most congested, and which could be most easily accommodated by transit.

The following priorities should be used to allocate on-street and public garage spaces, in this order:

1) Adequate parking space should be reserved at all times for the handicapped and the disabled.

2) Sufficient high-turnover spaces for short-term shopping and errand-running trips should be made available at all times through the provision of time-limited, metered parking, and pricing policies that discourage all-day parking and support turnover.

3) Sufficient parking should be maintained for the major arts and educational institutions in the area, but these spaces should be priced at rates comparable to those in the Downtown, and these prices should be made visible to individual users. Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.

4) Residential parking should generally be provided along the curb, and curbside parking should be managed by limiting the number of curbside parking permits and allocating these permits by market pricing.

5) Commuter parking should generally be discouraged and should only be provided to the extent that other goals are met. In any case, all commuter parking spaces should be priced according to the prevailing downtown rates, and these prices should be made visible to users.

POLICY 5.4.3

Permit off-street parking only where loss of on-street parking is adequately offset, and pursue recovering the full costs of new curb cuts to the city.

While the provision of new off-street parking may relieve some limited, private demand for on-street parking in the short term, the curb cuts required to access it usually require removing on-street parking spaces. The giving over of public parking for private parking should be carefully considered in every instance and permitted only where the new off-street parking spaces offsets the loss of public on-street parking.

A fee should be considered for all curb cuts. The curb cut fee should be sufficient to account for the long-term value of the street area no longer available for public use. The supporting fee study should consider delays to street traffic (auto, transit, bicycles), safety and aesthetic impacts on the pedestrian realm, loss of on-street publicly accessible parking, and program administration (costs and structure). This fee should be re-evaluated every five years, to capture increased costs and impacts. In general, new curb cuts should not be allowed where they would result in the removal of on-street parking and create fewer than two fully enclosed off-street spaces.

POLICY 5.4.4

Consider recovering the full costs of new parking to the neighborhood and using the proceeds to improve transit.

In keeping with the goal of moving more people through the overall transportation system, the costs of encouraging other users to shift to alternatives to driving should be borne by new parking facilities built in the plan area.

- Consider establishing an impact fee for new residential and commercial off-street parking. Use the fund proceeds to improve transit access and pedestrian safety as part of the alternative transportation fund.

- Consider pursuing parking benefits districts, in coordination with the Municipal Transportation Agency (MTA) and the San Francisco County Transportation Authority (SFCTA).

POLICY 5.4.5

Improve the safety and accessibility of city-owned parking structures.

An extensive analysis of parking supply, demand, and management was undertaken in spring 2001 to help develop the parking program for the Market and Octavia area. The study identified 1,040 off-street surface parking spaces in the initial study area, including 537 spaces on the parcels formerly covered by the Central Freeway. One of the primary findings of the study is that there is excess capacity in the Civic Center Garage during the evening - even when the Opera, Ballet and Symphony have simultaneous performances - and that the needs of the performing arts institutions can be accommodated even with the removal of parking and development of new housing on the Central Freeway parcels. There is also excess capacity in the Performing Arts Garage during the daytime, which could be better managed to address the parking needs of the neighborhood, shoppers, arts providers and commuters.

- Improve personal security for evening parkers at the Civic Center Garage through significant urban design changes at Civic Center Plaza, and with security personnel stationed there during evening events.

- In keeping with the city's downtown parking policies, eliminate discounts offered at the Civic Center Garage.
- Adjust pricing structures at the Civic Center and Performing Arts Garages in line with those at the 5th/Mission Garage, including the elimination of the early-bird rate offered at the Performing Arts Garage.
- Optimize use of the City vehicle fleet more efficiently to decrease space needed for City vehicles and increase space available for public use.
- Offset parking demand by implementing bicycle, pedestrian, and transit improvements recommended elsewhere in this plan.
- Encourage the provision of parking cash-outs for all employees in the plan area, in lieu of parking subsidies.
- Relocate and reduce reserved on-street parking around City Hall.
- Implement real-time information regarding parking availability in area parking garages.
- Introduce evening valet parking at the Civic Center Garage as appropriate.
- Provide a parking shuttle to and from the Civic Center Garage and perhaps the 5th and Mission Streets Garage for events at cultural institutions in the area.
- These actions should be considered before the City allows new parking in the area.

POLICY 5.4.6

Require permitting for surface parking as a temporary use.

Throughout the city, surface parking lots are routinely used as a temporary land use while waiting for real estate conditions to change. Surface parking should be permitted as a temporary use only and an annual fee should be established for it. New approvals for parking as a temporary use should have strict time limits associated with them.

- Require review of temporary use permits for surface parking. Permits should be for no more than two years.

Policy 5.4.7

Support innovative mechanisms for local residents and businesses to share automobiles.

Carsharing programs enable local residents to use a car for everyday needs without the need to own or maintain their own car. In recent years, carsharing programs have been introduced with tremendous success in San Francisco as well as several other cities, providing people with the freedom and mobility of a car when they need one, without the everyday burdens of owning a car in the city. As carsharing reduces the need for individual car ownership, it can be an effective tool in reducing the total number of cars in the area and freeing up on-street parking spaces.

Facilities for carshare programs should be encouraged in convenient, visible locations in the plan area for the use of local residents and businesses.

- The City should exempt parking spaces dedicated to carsharing programs from parking maximums and parking impact fees throughout the area.
- Where housing will be developed on publicly owned land, the City should: require the provision of car-sharing; identify on-street parking spaces with high-visibility for use by an organized carsharing program; work with MTA to arrange for these spaces to be dedicated on an annual basis, with carshare assuming responsibilities for facility set-up and maintenance as well as regular street sweeping at these locations.
- The City should provide general guidelines for the location, signage and marketing of off-street carsharing facilities to project sponsors who wish to include carsharing in their development.

POLICY 5.4.8

Monitor parking supply in Time Series Monitoring reports.

The Market and Octavia Plan represents a new approach to parking management. As such, it is dependent on coupling parking maximum controls with City initiated on-street parking management strategies and private parking management strategies. Therefore, a publicly vetted parking supply report should be structured around the following policy goals:

- Residential parking ratios average .5 spaces per unit across projects to roughly mirror the existing neighborhood character;
- Commercial uses generally do not request conditional uses for parking increases;
- City agencies implement on-street parking management strategies, such as:
  - Residential Parking Permit Reform
  - Parking Benefits Districts
  - Pricing of on-street parking permits at a rate closer to market value
- Off-street parking management strategies are tested and encouraged, including shared parking, valet parking and shuttle service for events.

Improving the Area's Bicycle Network

Bicycling requires nothing more than the most simple equipment, no licenses, or special training. People have been bicycling for centuries. Human settlements developed compact, urban forms in order to facilitate fast and easy access to daily needs on foot. Like walking, biking harnesses our own muscle power to allow us to travel larger distances within this same compact urban form. Only relatively recently have motorized transportation technologies been developed, encouraging people to move around far more quickly, cover far greater distances, and in turn encouraging cities to spread out.

The close knit urban fabric of the Market and Octavia neighborhood, along with its central location and relatively level topography, is well suited to bicycling, and bicycling offers a simple, inexpensive, and space-efficient means of getting from place to place. As part of a comprehensive approach to transportation, this plan promotes bicycling as a safe, equitable, and convenient form of transportation that increases the neighborhood's livability, enhances public life, and improves public and environmental health.

To this end, the plan calls for creating a network of safe and convenient bike lanes, bike routes, and calmed traffic streets. It proposes several new bike facilities that would connect established bike lanes into a more complete bike system. The plan also proposes improvements to several extremely dangerous conflict points between bicycles and vehicular traffic.

See Map 11 Bicycle Network

OBJECTIVE 5.5

ESTABLISH A BICYCLE NETWORK THAT PROVIDES A SAFE AND ATTRACTIVE ALTERNATIVE TO DRIVING FOR BOTH LOCAL AND CITYWIDE TRAVEL NEEDS.

POLICY 5.5.1

Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by bicyclists.

In addition to being a major crossroads for transit and automobile traffic, the Market and Octavia neighborhood includes several of the most important and well-used bicycle routes in the city. All streets in the study area should be designed to be safe for bicycles, the following corridors merit special attention:

Market Street

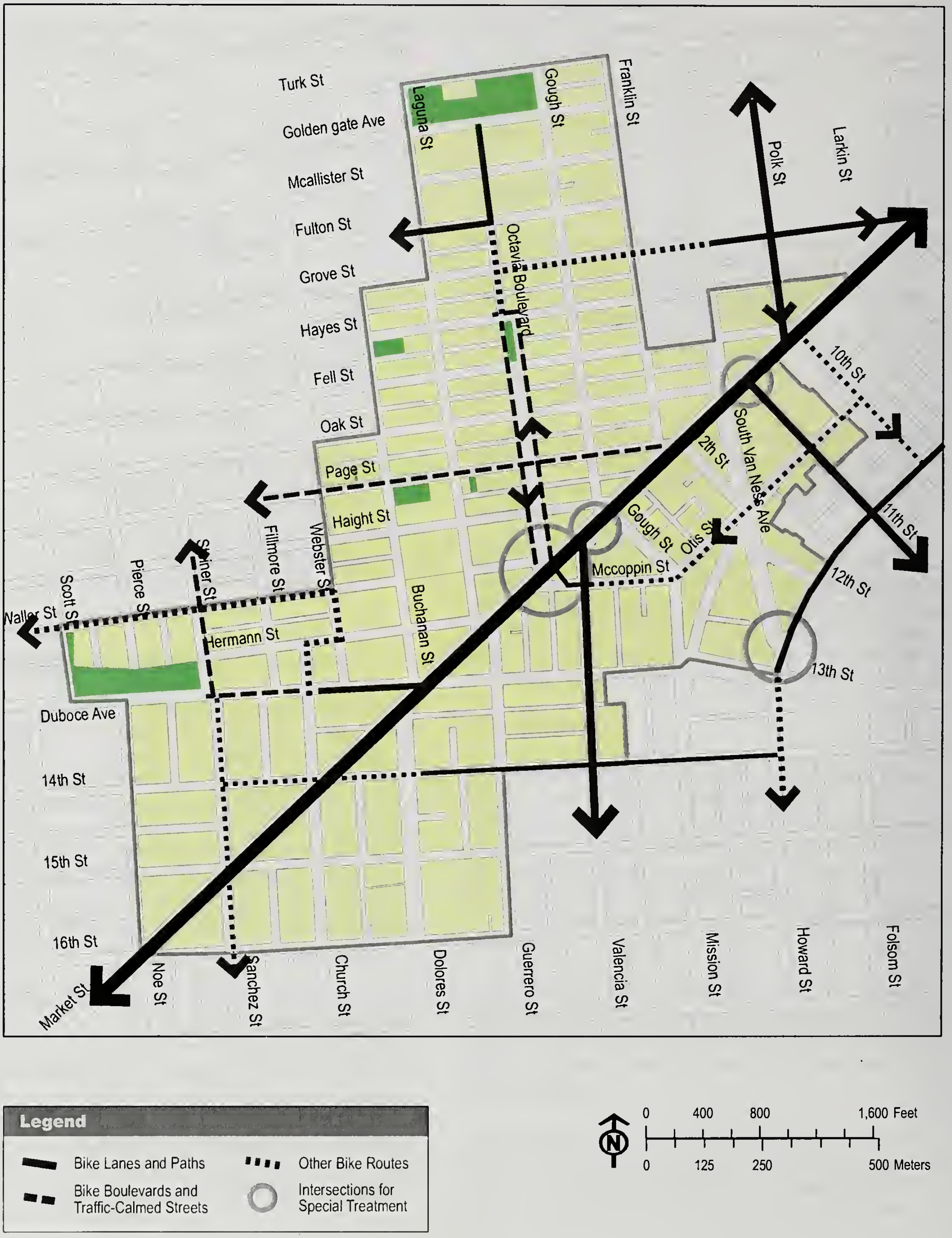
Bicycle lanes have been striped on Market Street from Castro Street to Octavia Boulevard, but they are discontinuous at several key intersections where bicycles are forced to merge with through traffic. Studies should determine if additional space can be created for bicycles by trimming back corner bulbouts, or if in some places, removal of one or two on-street parking spaces should be done.

In locations where right-turn lanes are provided and sidewalks are 15 feet or less, it is acceptable to have bicyclists travel straight from the right-turn lane rather than providing a separate bike lane on the near side of the intersection.

On Market Street east of Octavia Boulevard, bicycle lanes were recently approved between Octavia Boulevard and Van Ness Avenue. Further studies should explore extending the lanes as far east as 8th Street,

BICYCLE NETWORK

Map 11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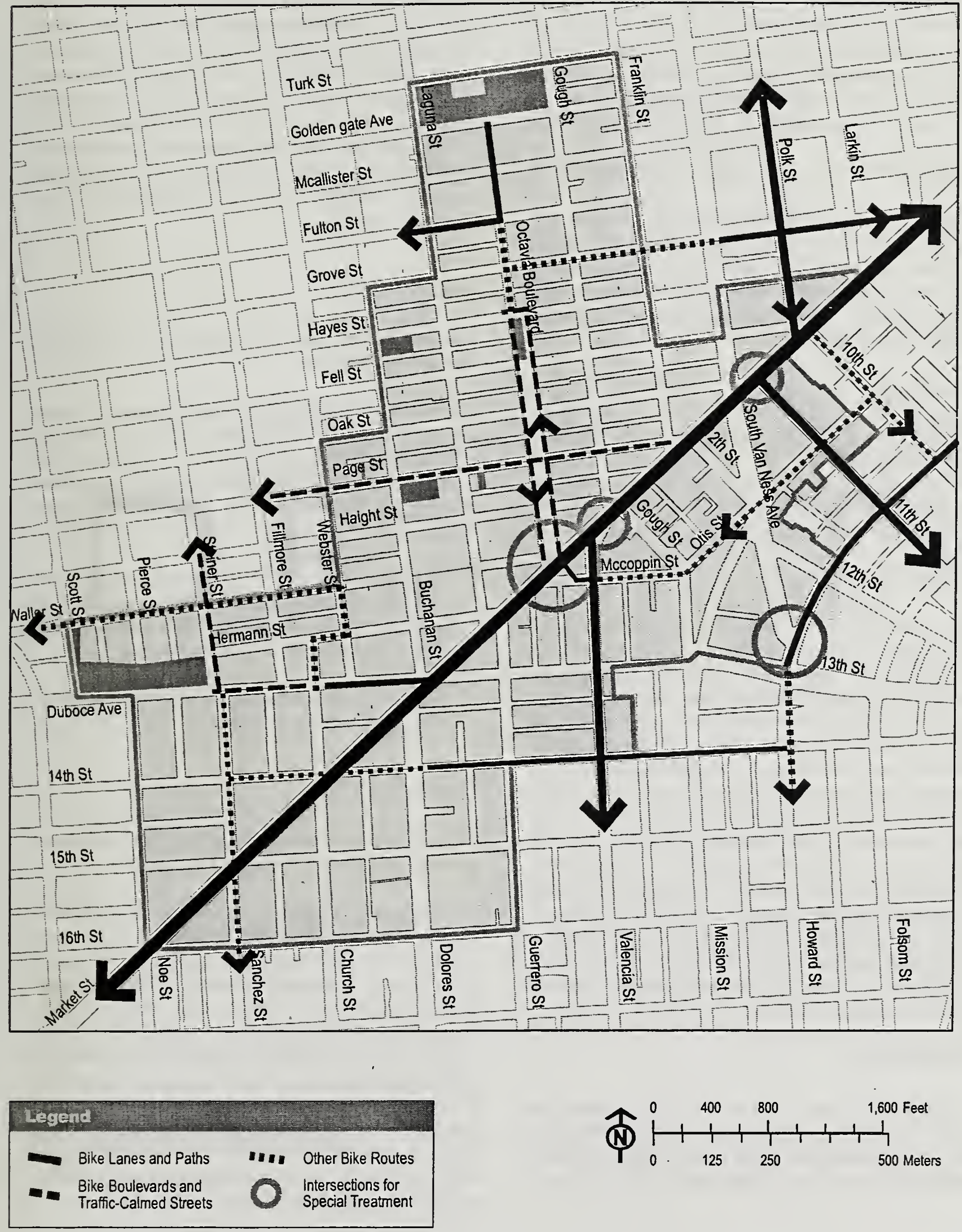
BICYCLE NETWORK

Map 11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where Market Street narrows and the sidewalks widen to accommodate the larger subway portals. Detailed planning work should be undertaken to arrive at a better design for the entire length of Market Street. While removing some on-street parking may be appropriate to better accommodate pedestrians, transit and bicycles, additional loading and disabled parking bays may be needed to serve businesses on these blocks.

Valencia Street and the Freeway Touchdown

Valencia Street's bike lanes, including the bike path connection to Octavia Boulevard, should be retained, linking both north- and south-bound bicycle traffic. The new bike path should be well-lighted. A protected bicycle left-turn lane to this bike path should be created in the Valencia Street median.

Page Street

The entirety of Page Street has been designated a "Bicycle Priority Street," and opportunities to treat this street as a bicycle boulevard should be studied. Bicycle boulevards with traffic calming devices should be considered.Some possibilities are illustrated at right.

Duboce Avenue

The existing Duboce Avenue bikeway should be maintained, but design improvements should be made to ensure that this important corridor does not become a magnet for antisocial activities. Set between the blank walls of the Mint and Safeway, there are currently no "eyes on the street" here to keep the bikeway safe at all hours, and street lighting is not what it should be. In addition, frequent buildup of trash (particularly broken glass and debris) pose hazards for bicycle tires. New pedestrian-scaled light fixtures should be installed, and, in order to allow street sweepers to clean Duboce Avenue on a regular schedule, existing barriers should be replaced with hand-operated, lock-down bollards or automated pneumatic bollards. The proposals elsewhere in this plan pertaining to improvements to the Duboce Avenue yard now used for the rehabilitation of trolleys would do much to activate this section of the street.

Howard Street

Traffic analysis should be preformed in the South Van Ness Avenue area. Among other issues, bicycle lanes and connections within the bicycle network should be studied on Howard Street at least as far as 11th Street.

South Van Ness Avenue

As part of the proposed extension of the Howard Street bike lanes, significant safety improvements to the intersection of South Van Ness Avenue and Division Street should be studied as part of the overall proposal to reconfigure South Van Ness Avenue as a surface boulevard. Innovative bicycle technologies such as colored bike lanes and cue jumps should be developed, analyzed, and applied where possible to maximize bicyclists' visibility and minimize conflicts with large volumes of traffic.

POLICY 5.5.2

Provide secure and convenient bicycle parking throughout the area.

Providing secure bicycle parking is important to make cycling an attractive alternative to driving. In urban areas like San Francisco, secure and convenient bicycle parking, placed in appropriate locations, is an essential amenity for everyday cyclists. Such bicycle parking reduces theft and provides a needed sense of security.

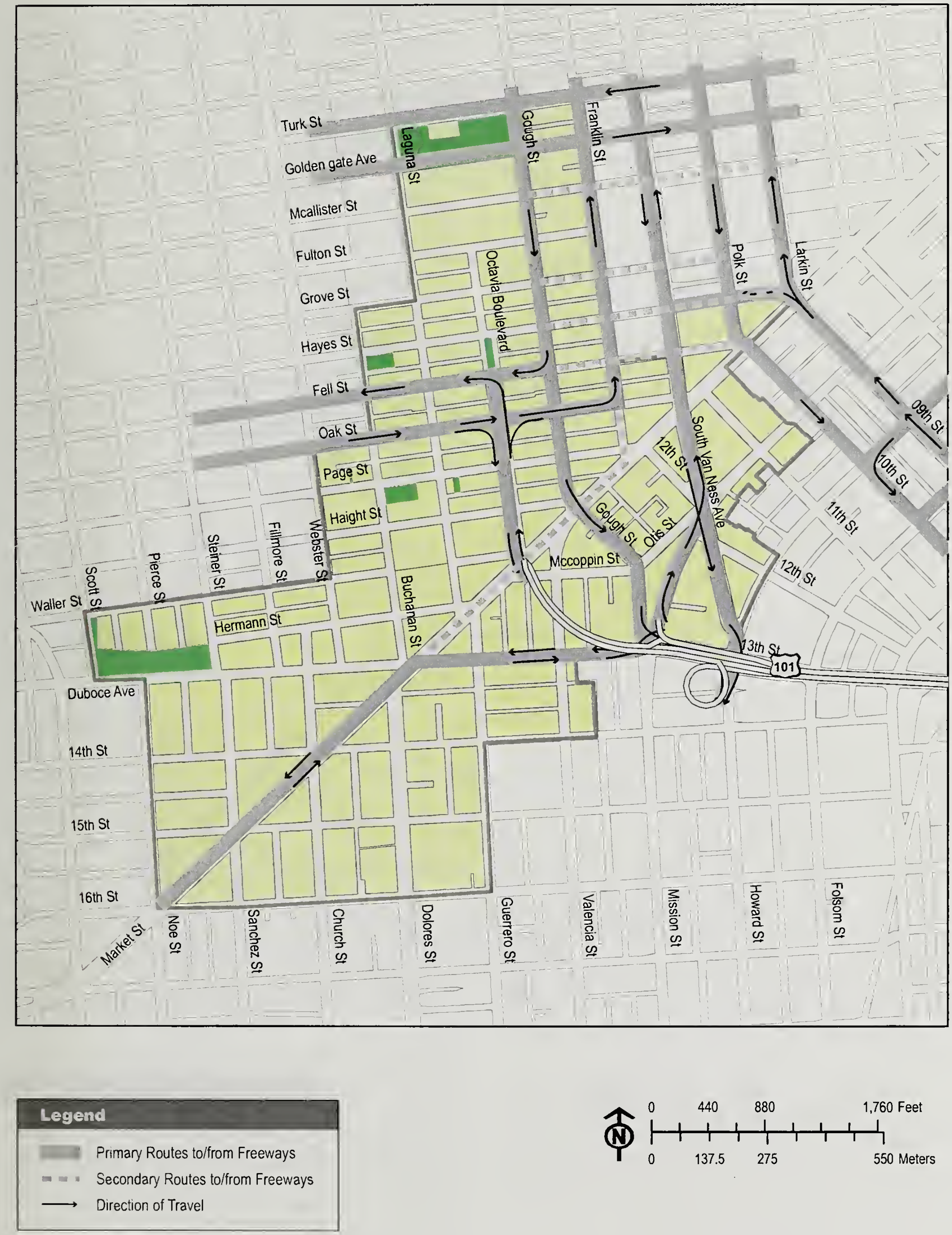
- Building on MTA's bicycle parking program, ensure that adequate bicycle parking is provided in centers of activity such as Hayes Street, Market Street, and the new Octavia Boulevard.
- Require a minimum amount of bicycle parking onsite for all new development.

POLICY 5.5.3

Support and expand opportunities for bicycle commuting throughout the city and the region.

In cities where bicycling is promoted and where a complete network of bikeways is provided, such as Davis and Palo Alto, bicycling has been shown to have a measurable effect on reducing congestion. From a citywide and regional perspective, every effort should be made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting, aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of secure bicycle parking at transit facilities. To support bicycle commuting, bicycles need to be permitted on all city and regional transit operators at peak commute times and secure bicycle parking needs to be provided at regional transit stations.

MAJOR ROUTES FOR VEHICULAR CIRCULATION Map 12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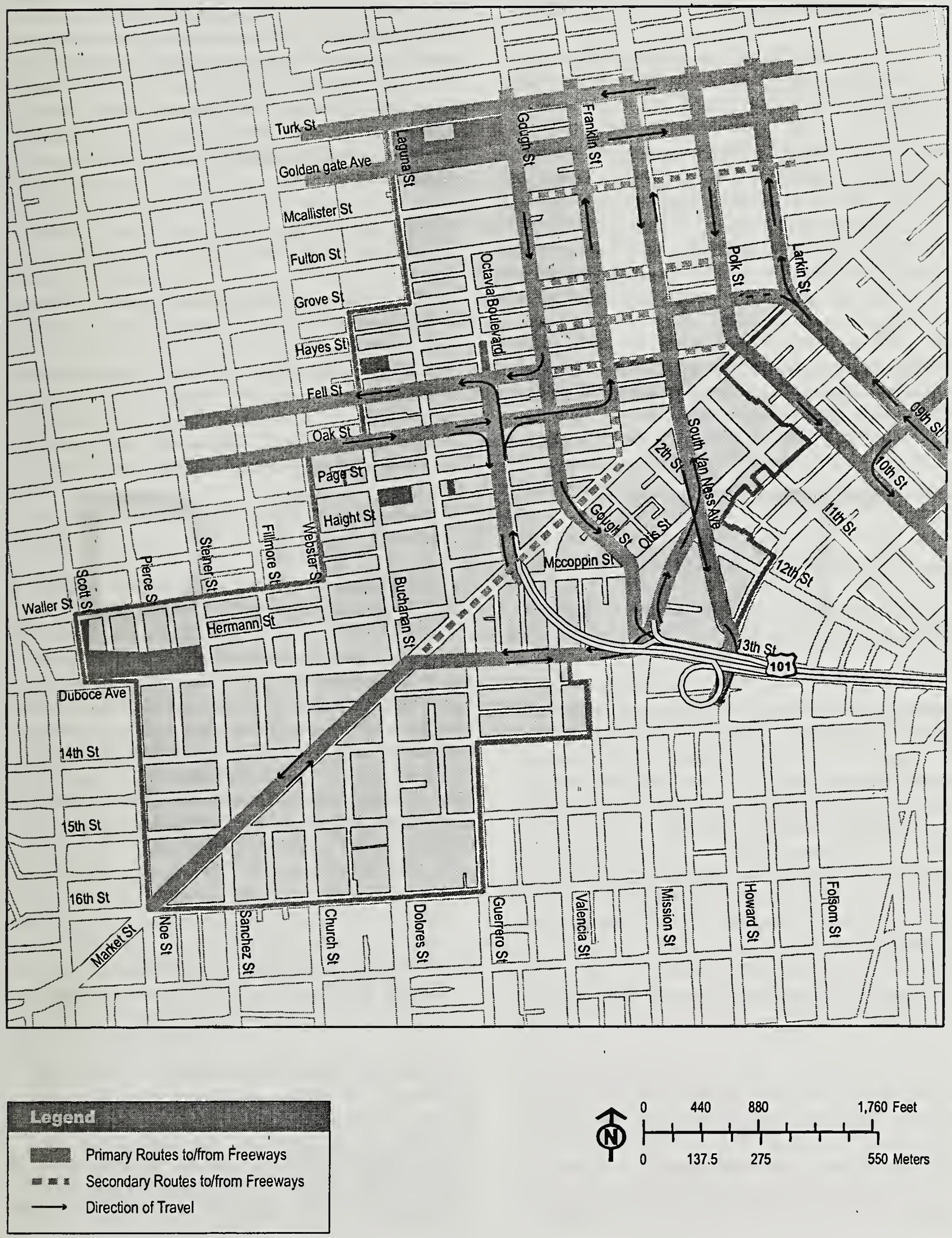
MAJOR ROUTES FOR VEHICULAR CIRCULATION

Map 12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- Encourage SamTrans, Golden Gate Transit, and other regional bus transit operators to provide bicycle racks on their buses.

- Study the feasibility of allowing bicycles on light rail vehicles, and of providing racks on all other Muni vehicles.

- Encourage BART to study the possibilities of allowing bicycles at peak periods, including a "bike car" on peak-period trains and programs to encourage the use of folding bicycles. Develop the means to allow bicyclists to use the BART system without conflicting with other riders (e.g. dedicated locations for bicycle storage on trains, or dedicated "bike cars".)

- Encourage provision of secure, convenient, and supervised bicycle storage facilities at regional transit stations.

Improving Vehicular Circulation

OBJECTIVE 5.6

IMPROVE VEHICULAR CIRCULATION THROUGH THE AREA.

With the completion of Octavia Boulevard, there are important opportunities to improve vehicular circulation through the plan area. One project would eliminate the "jog" of one-way traffic on Fell and Oak Streets, thereby minimizing the negative effects of these major regional traffic flows on the plan area.

See Map 12 Major Routes for Vehicular Circulation

POLICY 5.6.1

Re-evaluate the larger street network in Hayes Valley.

Often, one-way streets encourage fast-moving traffic, disrupt neighborhood commercial activities, and negatively affect the livability of adjacent uses and the neighborhood as a whole. The one-way streets in the Plan Area are part of the larger network and changes within the Plan Area would impact the street network beyond the Plan Area. Now that Octavia Boulevard is built, it may be possible to reorganize and simplify existing traffic patterns. During the planning process, neighbors sought such reorganization in order to make street crossings for pedestrians safer, and return Hayes Street to a two-way local street, which is best suited to its commercial nature and role as the heart of Hayes Valley. In future studies, the City should weigh the total range of impacts of the current vehicular traffic configuration versus changes that may impact other City goals including

- reducing pedestrian conflicts and increasing pedestrian oriented facilities;

- eliminating confusing Z-shaped jogs of one-way vehicular traffic;

- maintaining transit service levels and associated travel times;

- ensuring that bicycles can be used as a primary means of transportation in the area;

- creating opportunities to increase street trees and plantings; and

- encouraging a public realm that supports the commercial and residential uses along the street.

While in the near-term westbound traffic may continue to use Hayes Street en route to Fell Street and points west, the City should seek to apply the larger goal of restoring the character of Hayes Street as a neighborhood commercial street west of Franklin, while maintaining its role as a regional traffic street between Franklin and Market Streets. Future studies should look at resolving larger traffic patterns and optimizing traffic and neighborhood character within the Plan Area.

6. INFILL DEVELOPMENT ON KEY SITES

Historically, the elevated Central Freeway ran through the center of the Market and Octavia area. Since the freeway structure was damaged in the Loma Prieta Earthquake, much interest and attention has been paid to the future of the freeway structure, resulting in the demolition of its northern portion shortly after the earthquake, demolition of the upper deck, and voter approval of Proposition E in 1998. This proposition called for the creation of a surface boulevard along Octavia Street, replacing the remaining portion of the elevated freeway north of Market Street. Now built, Octavia Boulevard provides a gracious and beautiful resolution to the large volumes of regional traffic that move through the area. The focal point of the boulevard lies at its end, between Fell and Hayes Street and is called 'Patricia's Green in Hayes Valley.' It is a simple public open space or "green" that relates to the Hayes Street commercial area and to the surrounding residential community.

The Market Street Safeway and the University of California at Berkeley Extension sites are other important opportunity sites, where new housing and groundfloor commercial activities could strengthen the area. These sites span a variety of contexts, from the monumental scale of Market Street to the fine-grain of residential alleys in Hayes Valley. If designed well, new development on both the Central Freeway parcels and the Market Street Safeway could greatly enhance the vitality and character of the Market and Octavia neighborhood.

OBJECTIVE 6.1

ENSURE THAT NEW DEVELOPMENT IS INNOVATIVE AND YET CAREFULLY INTEGRATED INTO THE FABRIC OF THE AREA.

There are several large opportunity sites throughout the plan area, each of which poses a unique set of challenges. In keeping with the new Market and Octavia design guidelines and the existing Residential Design Guidelines, special care needs to be taken with large sites to address the specific physical conditions and challenges posed by these sites and present key strategies for their successful integration into the fabric of the area and the temporal context of the day. New buildings, if well designed, can significantly add to San Francisco's architectural dialog, even in historic districts. To such end, the neighbors partnered with the Mayor's Office and others to sponsor an international design competition which generated creative housing ideas for the sites formerly occupied by the freeway.

OBJECTIVE 6.2

ENCOURAGE NEW DEVELOPMENT ON THE CENTRAL FREEWAY PARCELS AND THE MARKET STREET SAFEWAY SITE TO HEAL THE PHYSICAL FABRIC OF THE NEIGHBORHOOD AND IMPROVE NEIGHBORHOOD CHARACTER.

At the center of this plan, the new Octavia Boulevard is the catalyst for a larger program of neighborhood repair and improvement. With the removal of the Central Freeway, approximately 7 acres of vacant land has been transferred to the city. Housing, particularly much-needed affordable housing, is the clear priority for these parcels. The Market Street Safeway site is another important opportunity site, where new housing above revitalized ground-floor commercial activities could strengthen the area.

These sites span a variety of contexts, from the monumental scale of Market Street to the fine-grain of residential alleys in Hayes Valley. If designed well, new development on both the Central Freeway parcels and the Market Street Safeway site could greatly enhance the vitality and character of the Market and Octavia neighborhood.

The Central Freeway Parcels

POLICY 6.2.1

Provide guidelines for new development that respond to the opportunities presented by the Central Freeway parcels.

The background document for this Area Plan titled "The Market and Octavia Neighborhood Plan" contains specific guidelines for each parcel that address the specific physical conditions and challenges posed by the Central Freeway parcels. They reiterate core ideas from these guidelines, as well as add new ideas as needed to respond to the particular challenges of these sites. The basic land use and height controls, along with recommended uses, are consistent with this Area Plan. This background document shall guide development of these parcels during both the initial development and into the future.

The Market Street Safeway Site

POLICY 6.1.2

Encourage the redesign of the Church and Market Street Safeway site with a mix of housing and commercial uses, supportive of Church Street's importance as one of the city's most well-served and important transit centers and integrated into the urban character of the area.

Block 3536, bounded by Market, Church and Duboce Streets, is a large opportunity site in a prominent location. It has been occupied for several decades by a supermarket. The triangular block is surrounded by a mix of large and small residential buildings, as well as small-scaled retail shops along Church Street and Market Street to the west. The structure housing the current supermarket is located at the rear of the site, with a large surface parking lot facing onto Market Street. Several small retail storefronts line the eastern side of the structure, fronting on the parking lot. This siting of the supermarket creates an 800-foot opening in the streetwall along Market Street and diminishes its quality as a distinct public space. While a supermarket-type of use is appropriate here, the configuration and low level of development is not appropriate to the level of transit service provided to this site and the area by the city nor to the level of importance and prominence of this key intersection. Given its size, location, and layout, the site presents an opportunity for a mixed-use housing and retail development that in the future could better support the urban character of the area.

The site has been the subject of much discussion as part of the community planning process. The potential for this site to create a stronger presence along Market and Church Streets is a clear goal of the community, as is better integrating it with the scale and character of the area. The potential for a new mixed-use development that incorporates a fully functional supermarket while improving the area cannot be overlooked it is an excellent opportunity to strengthen Market Street and focus activity around the transit connections here. The supermarket is an important amenity to the area; any proposal for reuse of the site should feature it as an essential part of the site and maintain its viability. Future proposals for the site should also balance the operation of a supermarket with following goals:

- Build to the street wall along Market and Church Streets, at a height appropriate for a street of its scale.
- In keeping with the development pattern of the area, integrate the supermarket into a mixed-use program for the site, including a significant amount of housing on upper floors.
- Ensure adequate transportation choices for the continued use as a supermarket: encourage the use of delivery vans, transit, taxis, and transportation alternatives where possible and supply an appropriate amount of parking necessary for supermarkets.
- Respond sensitively to the view corridors of Buena Vista Park, the United States Mint, and the Saint Francis Lutheran Church.

Any large redesign of the site should occur in the context of a community planning process that involves both the community and other stakeholders, including the property owners and supermarket operators. Since the redesign of the current supermarket site will involve a voluntary proposal from the property owners, input from both the City and the neighbors, a future community planning process should produce a site-specific plan that follows the general principals established in the Market & Octavia Neighborhood Plan.

The UC Berkeley Extension Laguna Street Campus

POLICY 6.2.2

Any future reuse of the UC Berkeley Laguna Campus should balance the need to reintegrate the site with the neighborhood and to provide housing, especially affordable housing, with the provision for public uses such as education, community facilities, and open space.

At 5.8 acres in size, this site is the largest property under single ownership in the plan area. The site is surrounded by a mix of small-scale, 2- and 3-story walk-ups and a scattering of larger apartment buildings, with significant retail and cultural uses to the south along Market Street. Any new development on the site should be carefully organized around a comprehensive master plan that responds to the unique challenges of such a large site surrounded by a relatively fine-grained urban fabric within a cluster of historic buildings.

7. A NEW NEIGHBORHOOD IN SOMA WEST

Immediately south of Market Street between 11th Street and Valencia Street lies an area that relatively few San Franciscans know well. It is where the South of Market Street grid bumps awkwardly into and connects with the Mission grid. The area is currently characterized with an overhead freeway structure and a dank Division Street beneath, with freeway entrance and exit ramps, and with a wide variety of uses, considerable housing, and a handful of new residential developments.

There are tremendous opportunities for positive change in this area - what has come to be called "SoMa West". The city's General Plan envisions this area's transformation into a vibrant new mixed-use residential neighborhood, providing much-needed housing, a full range of new services and vibrant streets and public spaces. This plan carries forward this vision and articulates it further, proposing new zoning that encourages substantial new mixed-use housing development, as well as a dramatic program for recreating the public realm of streets and open spaces to serve a new residential population. This is the one part of the Market and Octavia area where creating a new, truly high-density mixed-use neighborhood can be achieved and would bring tremendous benefit to the city as a whole.

Realizing this vision will be no small task. Creating a neighborhood here will take more than changing the zoning. A great deal of vehicular traffic, much of it freeway-bound, pushes through the area's busy streets: South Van Ness, Mission, Duboce, and Division. As public spaces, these streets suffer from large unwelcoming areas of asphalt, awkward pedestrian islands, and high accident rates. Most are "no man's lands" without the most basic comforts for pedestrians. There are major, problematic intersections, for cars and pedestrians alike, including intersections at Market Street and Gough Street, and at South Van Ness Avenue and Mission Street. While injuries have steadily declined during the past decade following investments in safety from Department of Parking and Traffic, there is room for improvement. Of the more busy intersections in the area, the Gough and Market Street intersection has the dubious distinction of being among the three highest intersections in terms of injury according to MTA's 2004 Collision Report. While the South Van Ness Avenue and Mission Street intersection proves less treacherous, it is nonetheless characterized by an unappealing pedestrian environment due to its scale, the many possible directions of traffic, and the confusing geometry owing to the nature of the underlying street grids.

New residential developments in the area attest to what this area could become. Major transit investments, planned for Van Ness Avenue and the Market / Mission Street corridors, add to the area's potential for a dramatic new future. Ultimately, it can happen only if the city takes an active role in undertaking the improvements proposed here. It will be a large project, with the needed public realm improvements costing roughly $20 - 30 million in all. If the investment were made, it would set the stage for the creation of more than 2,000 new housing units as part of a new mixed-use neighborhood in an area that otherwise shows little promise or hope of realizing its position at the center of the city. More than in any other part of San Francisco, it is up to the city to seize the opportunity here, to encourage housing, and to invest in its streets and public spaces-thereby setting the stage for a real neighborhood to emerge in SoMa West.

OBJECTIVE 7.1

CREATE A VIBRANT NEW MIXED-USE NEIGHBORHOOD IN SOMA WEST.

While a small scattering of new housing is being built in SoMa West, the area has a tremendous untapped potential for substantial new residential development, supported by a full range of neighborhood-serving shops and services. To realize this potential, the area's existing zoning, which encourages large-scale commercial uses, will be changed to encourage a gradual transition to high-density residential uses with retail, services, and a limited amount of office uses on lower floors. Every effort should be made to encourage mixed-use housing development as part of a gradual conversion of the area with high-density residential uses above retail and commercial activities. Because the coarser, large-scale physical fabric of the area supports tall buildings in selected areas, residential towers should be encouraged as one part of the overall urban form vision for the plan area.

POLICY 7.1.1

Maintain a strong preference for housing as a desired use.

SoMa West is unlike the smaller-scale residential areas of the rest of the plan area. Buildings here typically

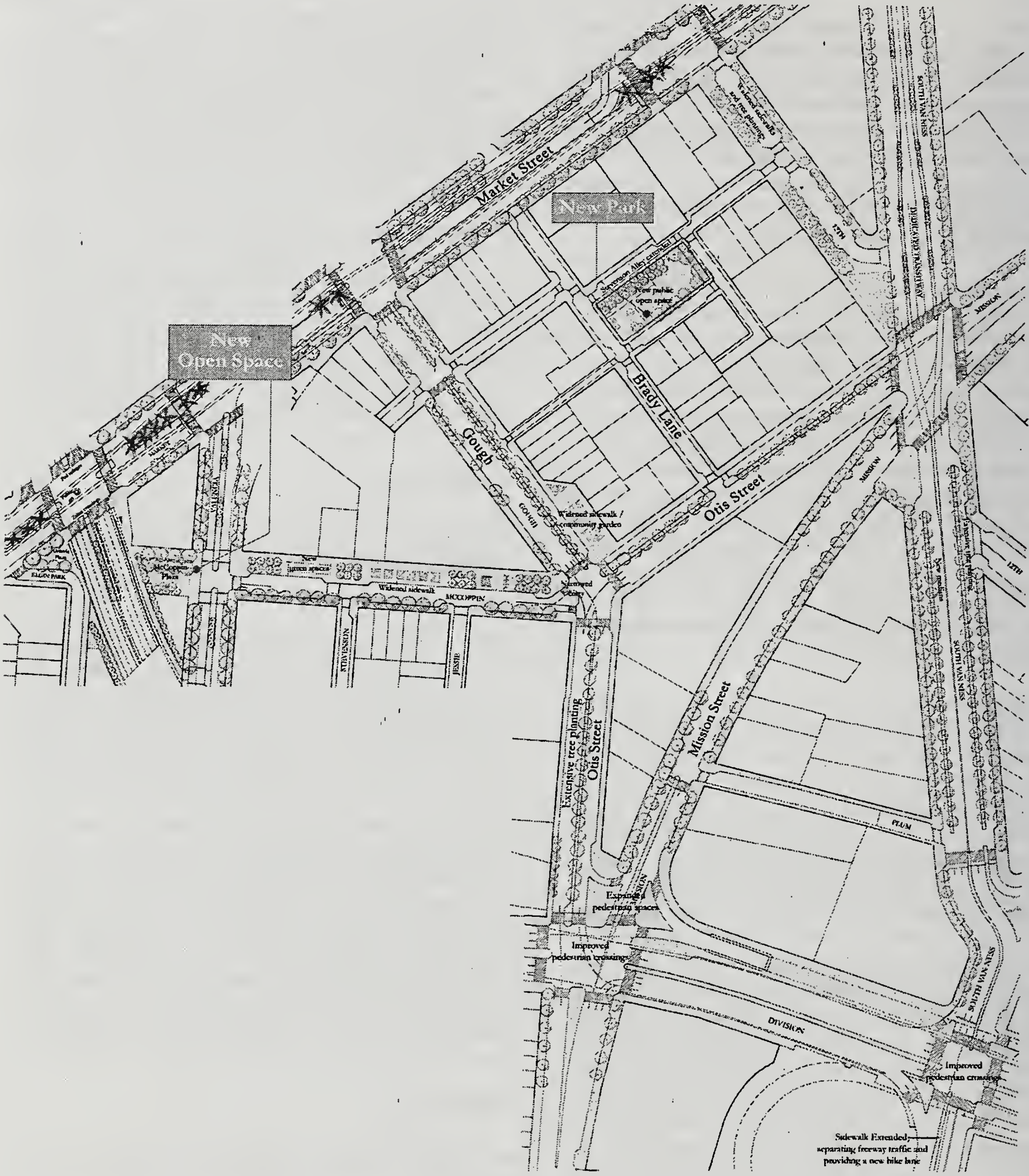

Market Street
New Park
New Open Space
Widened sidewalks and tree plantings
12TH
SOUTH VAN NESS
DEDICATED TRANSITWAY
Stevenson Alley extended
New public open space
Brady Lane
Gough
GOUGH
MISSION
Widened sidewalk / community garden
Otis Street
New median
12TH
MARKET
VALENCIA
ELGIN PARK
McCoppin Plaza
New green spaces
Widened sidewalk
MCCOPPIN
Narrowed entry
STEVENSON
JESSIE
Extensive tree planting
Otis Street
Mission Street
PLUM
SOUTH VAN NESS
MISSION
Expanded pedestrian spaces
Improved pedestrian crossings
DIVISION
Improved pedestrian crossings
Sidewalk Extended, separating freeway traffic and providing a new bike lane

Figure 12. A NEW STREET SYSTEM FOR SOMA NEIGHBORHOOD

house commercial uses, are typically taller and more bulky, and sit on larger parcels. Where there are opportunities for new development, housing is a priority above all other uses to create a stronger residential presence in the area. To this end, the overall land use plan takes advantage of the unique scale of the SoMa West area to accommodate higher-density housing where there are opportunity sites close to transit and services. Retail and other uses that support new housing are encouraged on the ground floor as part of new development.

POLICY 7.1.2

Encourage residential towers on selected sites.

In limited areas, slender residential towers should be permitted to extend above the streetwall height. Housing should be the only permitted use in these towers. Carefully control the tower form and bulk so they are not overly imposing on the skyline and do not produce excessive wind or shadows on public spaces.

- Make housing a required use for all building area above the streetwall height.
- Adopt special controls for residential towers to ensure a slender profile on the skyline, as described in Element 3 of this plan.

OBJECTIVE 7.2

ESTABLISH A FUNCTIONAL, ATTRACTIVE AND WELL-INTEGRATED SYSTEM OF PUBLIC STREETS AND OPEN SPACES IN THE SOMA WEST AREA TO IMPROVE THE PUBLIC REALM.

A great deal of vehicular traffic, much of it freeway bound from areas north of Market Street and from the west, pushes through SoMa West: South Van Ness Avenue and Mission, Duboce, and Division Streets. SoMa West is also lacking in public open space; what spaces do exist are negatively affected by traffic that makes them noisy and less than desirable. Public transit moves through this area, as do increasing numbers of cyclists. Most of its streets are not comfortable for pedestrians; many are dangerous. There are major, problematic intersections. Some of the worst are at Market Street / Van Ness Avenue, and at South Van Ness Avenue / Mission Street, Mission Street / Otis / Division Streets, and South Van Ness Avenue / Division Street.

As the residential population of the area expands, every opportunity should be taken to improve pedestrian safety and calm traffic through the area. New neighborhood open spaces should be provided through the creation of new parks and plazas, as well as through reclaiming street spaces to widen sidewalks and improve spaces dedicated to pedestrian use. The following policies describe specific strategies to make these improvements.

See Map 12. Major Routes for Vehicular Circulation and Figure 12. A New Street System for SoMa Neighborhood.

POLICY 7.2.1

Study a redesign of South Van Ness Avenue from Mission Street to Division Street as a surface boulevard serving regional as well as local traffic.

Currently a no-man's land of wide expanses of asphalt and rather frantic traffic, South Van Ness Avenue, a state highway, could be a gracious, tree-lined boulevard with wonderful views to the south, comfortable for autos, buses, pedestrians, and cyclists alike. Moreover, it can and should be a street, like Van Ness Avenue north of Market Street, that new uses, particularly housing, seek out rather than shun.

- Study creating a dedicated transitway (bus rapid transit) on Van Ness Avenue. The transitway should include landscaping and pedestrian amenities, as described in this plan.
- From Mission Street to Howard Street and Division Street, South Van Ness Avenue carries considerable vehicular traffic to the freeway. South Van Ness Avenue should be studied with the goal of supporting all the functions of a great street, moving traffic, facilitating transit and creating a pleasant and safe environment for bicycles and pedestrians.

POLICY 7.2.2

Embark on a study to redesign Mission and Otis Streets from South Van Ness Avenue to Duboce Avenue.

These two streets act as a one-way couplet making the transition from downtown to the Mission District and carrying freeway-bound traffic from Gough Street via Otis Street. Mission district buses use this pair as well.

Otis Street, particularly, is rather unpleasant for pedestrians. A redesign of these streets should be studied to see if it would make the streets comfortable and efficient for buses, autos, pedestrians, and bicyclists. The scale of these streets can become more intimate and inviting for all users. As part of the study ideas for widening sidewalks and installing other new transit preferential improvements should be considered. While other ideas should be studied, the following ideas were discussed (but not yet studied) during the community planning process.

- The Otis Street right-of-way is wide enough to separate local-serving traffic from through traffic between Van Ness Avenue and Gough Street via a tree-planted median. A bus-only lane gives public transit the priority it needs. Between Gough and Duboce Avenues, the freeway-bound traffic can be separated from the buses and the Mission district traffic, again by a planted median that will give the street a more human scale.
- Mission Street traffic, in this area, can be accommodated on fewer lanes, allowing for enhanced sidewalks consistent with the new residential development along it. A separate bus lane and a long and comfortable boarding platform at the Duboce / Division intersection will serve transit riders. This street can have parking lanes on both sides for most of its length. Where the Central Freeway off-ramp meets Mission Street, remove the unrestricted right turn onto Mission Street.

POLICY 7.2.3

Redesign Gough Street between Otis and Market Streets with widened sidewalks and a community gathering space or garden at the northeastern side of the Gough, Otis and McCoppin Streets intersection.

Presently a wide street with no compelling attractions except for traffic, the wide right-of-way has space for three southbound moving lanes, a tree-lined median, and a northbound lane, with parking to provide a pedestrian realm that borders the small scaled "Brady Block" to the east.

POLICY 7.2.4

Redesign McCoppin Street as a linear green street with a new open space west of Valencia Street.

With the new freeway touchdown, traffic accessing the freeway, McCoppin Street no longer has the need to be used as a cut-through. As a result, the street carries only a fraction of the traffic that it did before. There is the opportunity to reconfigure McCoppin Street from Otis to Valencia Streets as a linear green street, with a substantial portion of the vehicular right-of-way reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-of-way for local traffic. The portion of McCoppin Street west of Valencia Street is no longer needed for vehicular traffic, providing the opportunity to convert it to a small open space. The space, approximately 80 feet by 100 feet, should be converted into a small plaza or other form of community space for the use of local residents.

POLICY 7.2.5

Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

The block bounded by Market, Gough, Otis and 12th Streets, known as the "Brady Block" is a unique place; its interior is divided and made publicly-accessible by four alleys bisecting it in different directions. At its core, the block shows the signs of many years of neglect; surface parking lots and a large ventilation shaft for the BART system create a large swath of indefensible space.

The block has tremendous potential despite its present conditions. It is an intimate space of small buildings fronting on narrow alleys. It isn't hard to envision a small neighborhood here-on the scale of South Park: small residential infill and existing buildings framing a new public park at the core of the block's network of alleys. The addition of new housing and the development of a small-scaled living area with a narrow but connected street pattern can make this an enviable mini-neighborhood. Existing uses can stay, but new uses can, by public and private cooperation, create a residential mixed-use enclave.

A small new open space can be developed in the center of the Brady Block, taking advantage of a small (approximately 80-foot-square BART-owned parcel that provides access to its tunnel below), and through purchase of an adjacent 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would by accessed via a network of mid-block alleys designed as "living street" spaces. The BART vent shaft rather than a hindrance could be the site of a central wind-driven kinetic sculpture.

In addition to the land use, height and bulk controls outlined in Element 1, the following actions are necessary to realize this change for the Brady Block, in order of importance:

- An agreement will be necessary with BART to allow the reuse of the land where its ventilation shafts comes to the surface as a public park.
- Parcels 3505031 and 3505031A, which are currently used as surface parking lots, will have to be purchased and dedicated to the Recreation and Parks Department as public open space.
- Parcel 3505029, which is currently vacant, will have to be purchased and dedicated to DPW as a public right-of-way connecting Stevenson Alley with Colton and Colusa Alleys.
- Approximately 4,000 sf. of parcel 3505035, which is currently a surface parking lot, will have to be purchased and dedicated to DPW as a public right-of-way connecting the two disconnected halves of Stevenson Alley.

POLICY 7.2.6

Embark on a study to redesign 12th Street between Market and Mission to recapture space for pedestrian use.

Twelfth Street, like McCoppin Street, has more space devoted to autos and parking than is necessary. During the community planning process the following idea was discussed but not yet studied: Twelfth Street could be reconfigured to provide only one travel lane in each direction, plus parking lanes, and concentrating a widened pedestrian realm on one side of the street for pedestrians, providing space for public seating, recreation and gardens, can turn it into positive, useful spaces for those who live and work along it.

POLICY 7.2.7

Embark on a study to reconfigure major intersections to make them safer for vehicles and pedestrians alike, to facilitate traffic movement, and to take advantage of opportunities to create public spaces.

South Van Ness Avenue and Mission/Otis Streets

Six streets come together at this intersection. There is a vast paved area that is without relief and is daunting for pedestrians, transit riders, and drivers alike.

During the community planning process the following idea was discussed but not yet studied: the 12th Street intersection could be reconfigured with South Van Ness Avenue to create space for a new, corner plaza. Reorganizing vehicular travel lanes and the creation of the transitway north of the intersection could permit much wider sidewalks at all the corners, as well as refuges for pedestrians crossing the street. In all, this could be a much safer, less daunting intersection than is the case currently.

Division Street at Mission Street and at South Van Ness Avenue

Large volumes of freeway-bound traffic move through these two intersections to access the freeway on-ramp. Pedestrian crossings are daunting, if not impossible, and cyclists find these intersections particularly difficult, mostly because of the freeway-bound traffic. The area's small traffic islands, weaving traffic lanes, and discontinuous sidewalks leave pedestrians and bicyclists lost in a sea of traffic.

During the community planning process the following idea was discussed but not yet studied: The city could establish new lane configurations to make the transition from Mission Street and South Van Ness Avenue to the freeway ramp more direct, and minimize conflicts with pedestrians. Pedestrian spaces could be expanded and auto turning movements regularized. In addition, the city could extend the sidewalk along South Van Ness Avenue south of Division Street. This could provide better pedestrian connections and separate freeway from local traffic, possibly creating an easy and safer transition for cyclists traveling south.

Implementing the Plan

Crucial to the Plan, the implementation elements are more thoroughly described in the background document, "The Market & Octavia Neighborhood Plan". A brief summary of those items is provided here.

Implementation: Improvement Fees and Monitoring

Key to the plan's success are a number of pedestrian, transit, traffic-calming, open space and other public improvements. A comprehensive program of new public infrastructure is necessary to provide these improvements to the area's growing population. The Neighborhood Plan outlines priority projects and timeline and links costs to revenue. New fees, the Market and Octavia Community Improvements Fund and Community Infrastructure Impact Fee will create the necessary financial mechanism to fund these improvements in proportion to the need generate by new development.

In order to track implementation, the Planning Department will monitor vital indicators. The plan's performance will be gauged relative to benchmarks called out below. If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market & Octavia Neighborhood Plan policies, or heightened prioritization of plan area improvements.

Exhibit T-1 Planning Code Amendments Case Report

Case Report
HEARING ON 9/28/2006

Case No:	**2003.0347EEMTZ** Resolution of Intention to Initiate Amendments to the Planning Code to implement the Market and Octavia Area Plan and the Market and Octavia Neighborhood Plan
Case Planners:	AnMarie Rodgers, Plan Manager 558-6395, Kearstin Dischinger, Stephen Shotland, and Aksel Olsen
Date:	September 18th, 2006
Reviewed By:	John Billovits, 558-6390
Applicant:	San Francisco Planning Department

The San Francisco Planning Department is proposing to amend the San Francisco General Plan, Planning Code and Zoning Map as the culmination of the Better Neighborhoods planning effort. This amendment will implement the Market and Octavia Neighborhood Plan ("Neighborhood Plan") and bring the land use and other Planning Code regulations for this area into consistency. This Case Report provides information concerning the proposed initiation of amendments to the Planning Code. The accompanying General Plan Amendment for the Market and Octavia Area Plan ("The Plan") contains proposals for changes to standards for land use, height, bulk, building design, parking and loading, open space, rear yards, and other standards from those currently established by the San Francisco Planning Code. The Planning Department therefore proposes to initiate amendments to the Planning Code to implement The Plan.

Planning Code Section 302 provides for amendments to the Planning Code and the Zoning Map by Planning Commission adoption of a Resolution of Intention to amend the Code. Pursuant to Planning Code Section 302(c), if the Commission adopts the Resolutions of Intention, hearings on the Planning Code amendments will be scheduled for the Planning Commission's regularly scheduled meeting on or after 9/28/2006.

Preliminary Staff Recommendation

Staff recommends adoption of the draft Resolution of Intention to initiate amendments to the Planning Code. Amendments to the Planning Code include revisions adding

Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.27, 261.1, 263.18, 326- 326.8, 341, 731, 731.1, 732, 732.1 and by amending Planning Code Sections 102.5, 121.1, 121.2, 124, 132, 134, 135, 144, 145.1, 145.4, 151.1, 152, 153, 154, 155, 156, 166, 167, 201, 207.4, 208, 209.1-209.9, 234.2, 253, 270, 303, 304, 311, 316, 603, 606 702.1, and 720.1.

Project Description

Planning Code Amendment

The Planning Code amendments, proposed to make the Code consistent with the General Plan, as it is proposed to be amended, consist of the following components:

- Revised Planning Code standards that encourage construction of a mix of housing types, with clear standards for ground floor uses, parking and off-street loading, height and bulk. The proposed Code amendments would encourage more active ground floor uses and a more convenient and attractive neighborhood environment;
- An implementation program (public benefits program) that leverages funding for public improvements from new private development.
- A monitoring program of key housing, parking, and transportation indicators.
- The amendments contain proposals for changes to standards from those currently established by the Planning Code; including those for land use, height and bulk, building design, loading, density, residential demolition and parking. Proposed Planning Code text and map amendments will a) establish three new zoning districts, b) amend the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (NCDs), c) update height and bulk districts and d) make related revisions to the Planning Code necessary to implement the General Plan as proposed to be amended

Background

Transit-oriented Planning Code

Much of the existing neighborhood fabric was built in a transit-oriented manner. The neighborhood has had a healthy mix of neighborhood services within walking distance of housing, a substantial investment in transit infrastructure, with most of the private development being oriented towards housing people. More recent development has been required by the Planning Code to devote much more space for storing parked cars resulting in less space available for housing people and amenities within public rights-of-way. This has resulted in a degradation of the pedestrian realm and a loss of potential housing space. The changes proposed here seek to address these issues by no longer requiring parking, changing the density controls for housing, and encouraging a mix of services and uses as well as a built environment that supports all travel modes.

Neighborhood Character Protection

Anti-demolition policies, lot size limits, building frontage controls, unit size and unit mix protections, alley height controls, are all meant to protect the historic character of the Plan Area and ensure new development is complimentary to the “fragile virtues” the community identified as important to neighborhood character.

Implementation: Improvement Fees and Monitoring

Key to The Plan's success are a number of pedestrian, transit, traffic-calming, open space and other public improvements. The Plan calls for a comprehensive program of new and/or additional public infrastructure for the area's growing population. The Market and Octavia Community Improvements Fund and Community Infrastructure Impact Fee will create the necessary financial mechanism to fund these improvements in proportion to the need generate by new development.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be tracked relative to benchmarks informed by existing neighborhood conditions and professional standards. If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market and Octavia Neighborhood Plan policies, or heightened prioritization of plan area improvements.

Proposed Planning Code Text Amendments

The proposed amendments establish intent and detailed controls for land use, urban form, open space, parking and other development requirements, as well as refer to other areas of the Code for additional standards related to open space, height, bulk, parking and loading and review process for exceptions.

Following is a more detailed discussion of the proposed Planning Code amendments necessary, in part, to implement the Market and Octavia Area Plan. To avoid duplicating all of the proposed Code text here, references are given to Code sections proposed to be added or amended (in **bold** type). Staff discussion (in normal type) follows each Code section or group of sections. The complete amendment proposal is in the attached draft Board Ordinance.

New Zoning Districts and New Special Use District

Staff proposes amending the Planning Code to establish the Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD) (Sec. 249.33), the Neighborhood Commercial Transit-Oriented District (NCT) (Sec. 712.1), the Transit-Oriented Residential District (RTO)(Sec. 206.4), and NCT named districts for the Hayes-Gough Neighborhood Commercial District and portions of the Upper Market and Valencia Neighborhood Commercial Districts within the plan area. In all new districts, flexibility with parking and housing density are key controls as is incorporation of The Plan's fundamental design principles and monitoring program.

Section 249.33 Van Ness and Market Downtown Residential Special Use District

This new Code section will establish a new Special Use District, the Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD) and will roughly cover the northeast portion of the Market and Octavia plan area (excluding the Civic Center Area). The VNMDR-SUD will establish specific development controls and requirements, including land use, urban design, and open space requirements to create a new mixed-use residential neighborhood. VNMDR-SUD districts would overlay C-3 districts within the plan area.

Section 712.1: Transit-Oriented Neighborhood Commercial District (NCT, Named NCT, NC-1(T) Districts)
This new Code section will establish the Transit-Oriented Neighborhood Commercial District (NCT) and will roughly cover Market Street from Noe to Franklin Streets and the area north and south of Market between Golden Gate and Duboce Avenue. The NCT will reside in Article 7 of the Planning Code. The NCT zoning district will replace existing NC-2 and NC-3 zoning districts in the plan area. Named NCD zoning districts, specifically the Hayes-Gough NCD, portions of the Upper Market NCD, and the Valencia NCD will be replaced with the Hayes-Gough NCT, the Upper Market NCT, and the Valencia NCT. NC-1(T) districts will replace NC-1 districts. In named NCT districts, parking requirements and housing density controls are revised to encourage housing above ground-floor retail uses. Other controls in these districts remain unchanged.

Section 206.4: A Transit-Oriented Residential District (RTO)
This new Code section will establish the Transit-Oriented Residential District (RTO) and will cover the remaining portions of the plan area not covered by the above-mentioned zoning districts. The RTO zoning district will be the predominant zoning district in the plan area and is located in its western portion, north and south of Market Street. RTO districts would replace RM and RH-3 Districts in the Plan area and will encourage moderate-density, multi-family residential infill, in scale with the area's current development pattern. Small areas of existing RH-1 and RH-2 zoning would remain unchanged under the Plan.

Additions and Amendments to implement three new Zoning Districts

Section 102.5 (District)
This amendment adds NCT to the list of districts referenced throughout the Code.

Section 121.1 (Development on Large Lots, Residential Districts)
Section 121.2 (Use Size Limits (non-residential), Neighborhood Commercial Districts)
These amendments add NCT with NC-3 controls.

Section 121.5 (Development on Large Lots, Residential Districts)
This new section details large lot size limits in RTO districts.

Section 124 (Basic Floor Area Ratio)
This amendment adds RTO and NCT Districts to the 'Basic Floor Area Ratio Limits' table.

Section 132 (Front Setback)
This amendment adds the RTO District to the front setback requirements.

Section 134 (Rear Yards)
This amendment adds the NCT and RTO Districts to rear yard requirements.

Section 135 (Usable Open Space For Dwelling Units and Group Housing)
This amendment adds the RTO and NCT Districts to Table 135 'Minimum Usable Open Space for Dwelling Units and Group Housing.'

Section 144 (Treatment of Ground Story On Street Frontages)
This amendment adds a new section "Parking Setback" to limit garage door widths and adds a wrapping requirement.

Section 145.1(c) (Street Frontages, Neighborhood Commercial Districts)
This amendment adds new subsections on above-grade parking setbacks, required ground floor commercial for NCT frontages and definition of active uses.

Section 145.4 (Street Frontages Downtown and Mixed-Use Districts)
This amendment adds Market Street, Van Ness Avenue, and South Van Ness Avenue to a list of streets where ground floor commercial uses will be required.

Section 151.1 (Schedule of Required Off-Street Parking Spaces)
This amendment adds NCT and RTO to the title and to all references in the section, and adds NCT and RTO to table 151.1 and articulates specific conditions necessary for conditional uses.

Section 152. (Schedule of Required Off-Street Freight Loading Spaces in Districts Other Than C-3 or South of Market)
This amendment makes an exception for RTO and NCT to this section of the code.

Section 153(c) (Rules for Calculation of Required Spaces)
This amendment adds a new subsection to include NCT and RTO Districts for rules regarding required spaces.

Section 154(b)(4) (Minimum dimensions for required off-street parking, freight loading and service vehicle spaces)
This amendment adds NCT and RTO for minimum dimensions for required off-street parking, freight loading and service vehicle spaces.

Section 155(r) (General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities)
This amendment adds a new subsection that restricts curb cuts on Market Street, Church Street, Van Ness Avenue, and Hayes Street.

Section 156 (Parking Lots)
This amendment adds NCT districts to the list of districts where permanent parking lots are restricted.

Section 158.1 (Non-accessory Parking Garages in NCT and RTO Districts and the Van Ness and Market Downtown Residential Special Use District)
This new section establishes criteria for non-accessory parking facilities in NCT and RTO districts.

Section 166(b)(1) (Requirements for Provision of Car-Share Parking Spaces)
This amendment adds NCT and RTO to districts with car share space requirements.

Section 167(a) (Parking Costs Separated from Housing Costs in New Residential Buildings)
This amendment adds NCT and RTO to districts with parking unbundling requirements.

Section 201 (Classes of Use Districts)
This amendment adds NCT and RTO to the list of districts.

Section 206.4 (RTO (Transit Oriented Residential) District)
This amendment adds a new intent section for RTO districts. See full description above.

Section 207.6 Required Minimum Dwelling Unit Mix and Unit Subdivision Restrictions in RTO and NCT Districts
This new section details unit size diversity requirements for RTO and NCT districts and details necessary conditions for unit subdivisions.

Section 207.7 (Restrictions on Demolition, Conversion, and Merger of Existing Dwelling Units in RTO and NCT Districts)
This new section details the conditions which restrict demolition, conversion and unit mergers in RTO and NCT districts.

Section 208 (Density Limitations for Group Housing)
This amendment adds a new subsection establishing no density limits for group housing in NCT and RTO Districts.

Section 209.1-209.9 (Uses Permitted in RTO Districts)
This amendment adds RTO to the table of uses and their appropriate controls.

Section 230 (Limited Corner Commercial Uses in RTO Districts)
This amendment adds a new section "Limited Corner Commercial Uses in RTO Districts" with detailed controls.

Section 234.2 (Conditional uses in P Districts)
This amendment revises adds a requirement for Conditional Use authorization for certain specified land uses in P Districts located within the Market and Octavia Plan Area.

Section 249.3333 Van Ness and Market Downtown Residential Special Use District
This new section details the purpose and controls for the VNMDR-SUD.

Section 253 (Review of Proposed Buildings and Structures Exceeding a Height of 40 Feet in R Districts)
This amendment exempts RTO from CU requirements for buildings larger than 40' in R Districts.

Section 261.1 Additional Height Limits for Narrow Streets and Alleys in RTO and NCT Districts.
This new section describes height limits which protect sun access on alleys and narrow streets.

Section 263.18 Special Height Exception: Additional Five Feet Height for Ground Floor uses in NCT 40-X and 50-X Height and Bulk Districts
This new section encourages a generous ground floor height for retail uses.

Section 270(f) (Bulk Limits: Measurement)
This amendment details tower spacing for VNMDR-SUD.

Section 303(c)(6) (Conditional Uses: Determination)
This amendment adds RTO to a list of districts regarding outstanding live/work applications.

Section 304(d)(5) (Planned Unit Developments: Criteria and Limitations)
This amendment adds language regarding corner commercial uses in RTO to the existing Planned Unit Development criteria.

Section 311(b) (Residential Permit Review Procedures for RH and RM Districts: Applicability)
This amendment adds RTO to list of districts where 311 Notification is required.

Section 316 (Procedures for Conditional Use Authorization in Neighborhood Commercial and South of Market Districts and for Live/Work Units in RH, RM, and RTO Districts)
This amendment adds RTO to districts with procedures for CU Authorization for Live/work units.

Section 326 (Market and Octavia Community Improvements Fund)
This new section details the findings, purpose, function, and administration of the MOCIF.

Section 341 (Better Neighborhoods Area Plan Monitoring Program)
This new section details the form, function, and content of the Better Neighborhoods Monitoring program.

Section 603(j) (Exempted Signs)
This amendment adds RTO to districts where MUNI can erect general advertising signs on transit shelters.

Section 606 (Residential Districts)
This amendment adds RTO to signage controls for residential districts.

Section 702.1 (Neighborhood Commercial Use Districts)
This amendment modifies the Hayes-Gough NCT to correspond to NCT controls.

Section 720.1 (Hayes-Gough Neighborhood Commercial Transit District)
This amendment adds NCT to the list of Neighborhood Commercial Districts.

Section 731 (NCT-3 Moderate-Scale Neighborhood Commercial Transit District)
This amendment refers to NCT controls and defines NCT as a new district.

Section 732 (Upper Market Street Neighborhood Commercial Transit District)
This amendment refines existing controls and intent to incorporate NCT concepts for the district.

Environmental Review and Consistency with the Priority Policies and the General Plan

The Planning Commission will consider certification of the Market and Octavia Neighborhood Plan Environmental Impact Report and adoption of CEQA Findings prior to taking action to adopt the proposed Planning Code and related General Plan amendments.

The proposed amendment is consistent with Planning Code Section 101.1(b) Priority Policies. As discussed in related documents, the proposed amendment is, on balance, in conformity with the General Plan, as it is proposed to be amended.

Planning Code Resolution

Planning Commission

Case No. 2003.0347EMTZ
Resolution of Intention to Initiate
Amendments to the Panning Code
Pursuant to Implement the Market
and Octavia Neighborhood Plan
Resolution No PC RES NO

Exhibit T-2 Planning Code Amendments Resolution

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO. PC RES NO

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the Planning Code.

The San Francisco Planning Department is proposing to amend the Planning Code to implement the Market and Octavia Neighborhood Plan ("Neighborhood Plan") and to bring the Planning Code regulations governing this area into consistency with the Market and Octavia Area Plan ("The Plan").

Starting in 2000, the Planning Department initiated a public planning process, the Better Neighborhoods Program, which developed a series of policies and proposals including those for land use, height, bulk, building design, density, transportation, and parking in the Market and Octavia area as described in "The Market and Octavia Neighborhood Plan: Draft for Public Review," which was published by the Planning Department in December 2002. Subsequent revisions are recorded in the "Market and Octavia Plan Revisions" published in the summer of 2006, all preceding revisions are captured in this final document. The Draft Plan together with the Plan Revisions provide a comprehensive set of policies and implementation programming to realize the vision for the Market and Octavia plan area. As part of the companion case 2003.0347M, the Planning Commission proposes to amend the General Plan, adding the Market and Octavia Area Plan as a new area plan and making related amendments to other elements, area plans, and the Land Use Index of the General Plan.

The Planning Code governs permitted land uses and planning standards in the area. Thus, conforming amendments to the Planning Code are required in order to implement the Neighborhood Plan and in order for development to proceed in the Market and Octavia neighborhood area consistent with The Plan.

A draft ordinance, attached hereto as **Exhibit T-3**, has been drafted in order to make revisions to the Planning Code necessary to implement the Market and Octavia Area Plan, including adding Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.27, 261.1, 263.18, 326-326.8, 341, 731, 731.1, 732, 732.1 and by amending Planning Code Sections 102.5, 121.1, 121.2, 124, 132, 134, 135, 144, 145.1, 145.4, 151.1, 152, 153, 154, 155, 156, 166, 167, 201, 207.4, 208, 209.1-209.9, 234.2, 253, 270, 303, 304, 311, 316, 603, 606 702.1, and 720.1 to implement the Market and Octavia Neighborhood Plan and conform with the General Plan amendments adopted by the Commission by Resolution No. GP RES NO. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

Planning Code Section 101.1(b) establishes eight priority policies and is the basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies, in that:

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

The proposed amendments will have a positive effect on neighborhood serving retail uses. The Market and Octavia Plan supports existing and new commerce by encouraging ground floor retail in commercial areas and other improvements to the pedestrian realm. New development enabled by the Market and Octavia Plan will enhance the neighborhood commercial districts along Market Street, Octavia Boulevard, Hayes Street, Gough Street, and Inner Valencia Street, providing potential employment and ownership opportunities for San Francisco residents. The proposed amendments will support the creation of new housing units, providing a market for increased retail uses along these corridors and allow expansion of the customer base for neighborhood serving businesses beyond the constraints of automobile congestion and parking.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Plan protects and enhances the existing neighborhood character by applying appropriate height and bulk limits, protecting landmark and other historic buildings, reinforcing neighborhood commercial districts, preserving and enhancing cultural and educational institutions, marking major intersections as landmarks, discouraging land assembly, and detailing fundamental design principles.

The proposed height and bulk controls emphasize consistency with current development patterns. Additionally the controls were designed with a focus on protecting sunlight access for streets and alleyways.

Neighborhood-serving retail will be concentrated along Hayes, Gough, Market, Valencia, Church, and Castro streets, and Van Ness Avenue accordant with existing patterns.

3. That the City's supply of affordable housing be preserved and enhanced.

The proposed amendments will have a positive effect on the City's housing stock, and the Market and Octavia Neighborhood's share of housing. They will enable the creation of new housing units in the Market and Octavia Neighborhood, positively effecting the City's housing supply. In projects with ***over (five units, up to 15% to 20% of the units would be permanently affordable)***

ten units, twelve to seventeen percent of these units would be permanently affordable pursuant to the City's existing inclusionary housing requirement. Additional mechanisms to ensure permanent housing affordability include preservation of existing housing stock, unbundling parking from housing, and flexibility in density controls. The projected redevelopment of the 22 Central Freeway parcels will result in the net increase of about 800 to 900 housing units in the Project Area by 2025. Approximately 50% of these units will be available at below market rates. The plan requires that any demolished units be replaced by an equal or greater number of units.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The proposed amendments would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. Currently numerous bus lines and Muni trains run through Market and Octavia Neighborhood; including those along Market Street, Haight Street, Fillmore Street, Church Street, Mission Street, Valencia Street, Van Ness Avenue, and Eleventh Street. To mitigate potential impacts to these Muni lines, the proposed amendments encourage the creation of a Bus Rapid Transit lanes, transit lanes, transit preemption/prioritization signaling, and other transit improvements.

The proposed amendments would support an increase in the residential population of the area, which would increase trips originating and/or terminating in the neighborhood. The high concentration of new residential development, easy access to jobs, service and transit, and pedestrian improvements indicates that new Market and Octavia residents would make a greater share of trips without the use of the automobile, lessening the impacts of new residents on the overburdening of streets and neighborhood parking.

The Market and Octavia Plan policies support a transportation strategy that builds on the existing transit and pedestrian infrastructure when appropriate. Existing neighborhood parking is protected by policies that shift demand, manage existing and future supply, and encourage higher utilization through innovative transit such as car sharing.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The proposed amendments would not adversely affect the industrial or service sectors. The existing industrial and service businesses in the plan area are currently in the SoMa West neighborhood. These businesses would not be displaced by commercial office development. Due to its proximity to the downtown, the Plan envisions transforming this area into a vibrant new mixed-use residential neighborhood, providing much needed housing, a full range of new services and vibrant streets and public spaces. A portion of the original Market and Octavia study area included a portion of the Mission District that included repair and service sector uses, these blocks, south of Division Street, have been removed from the Market and Octavia Area Plan. Other than the SoMa West area, the proposed amendments do not make major changes to the allowable uses in the plan area.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed amendments would not adversely affect preparedness against injury and loss of life in an earthquake and would comply with applicable safety standards. New residential buildings would be subject to the City's Building Code, Fire Code and other applicable safety standards.

7. That landmarks and historic buildings be preserved.

The proposed amendments would not have a negative effect on the preservation of landmarks and historic buildings. The Market and Octavia Area Plan calls for the protection of existing landmarks and historic buildings. A complete historic survey of the plan area will ensure that no *historic resources are in contest with the Plan. The plan strengthens protection for historic resources and potential historic districts.*

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The proposed amendments would have a positive effect on parks and open space, and would not adversely affect existing open spaces or their access to sunlight and vistas. The proposed amendments include a series of open space improvements: the development of Hayes Green, McCoppin Park near the freeway touchdown, a neighborhood park on Brady Street, and the conversion of sidewalks and alleys to open space amenities. The Market and Octavia Plan details concepts and strategies for living sidewalks and alleyways and identifies numerous opportunities for these types of improvements within the plan area.

Individual buildings reviewed according to procedures described in Planning Code Section 295 are evaluated to identify the impacts of projects and buildings. Project permits can't be approved if the impacts are found to be significant.

The Market and Octavia planning process built on existing General Plan policies. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concepts outlined in the General Plan, especially the Air Quality, Urban Design, Transportation Element, Commerce and Industry, Recreation and Open Space, and Arts Elements. New Area Plan policies and zoning controls articulate these directive policies with specific consideration for the neighborhood conditions of the Market and Octavia Plan Area. Below are specific policies and objectives that support the proposed action.

NOTE: General Plan Elements are in CAPITAL ITALICS
General Plan Objectives are in CAPITAL LETTERS
General Plan Policies are in Arial standard font
Key Polices and Objectives are **Bolded**

AIR QUALITY ELEMENT

OBJECTIVE 2: REDUCE MOBILE SOURCES OF AIR POLLUTION THROUGH IMPLEMENTATION OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN

- reducing congestion on roadways;

- giving priority to public transit, as mandated by the "Transit First" policy;
- encouraging the use of modes of travel other than single occupant vehicles such as transit, carpooling, walking, and bicycling;
- managing the supply of parking in the downtown area.
- promoting coordination between land use and transportation to improve air quality; and

OBJECTIVE 3: DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

POLICY 3.3 Continue existing city policies that require housing development in conjunction with office development and expand this requirement to other types of commercial developments.

POLICY 3.4 Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

POLICY 3.5 Continue existing growth management policies in the city and give consideration to the overall air quality impacts of new development including its impact on the local and regional transportation system in the permit review process. Ensure that growth will not outpace improvements to transit or the circulation system.

POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals.

URBAN DESIGN ELEMENT

OBJECTIVE 1: EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

POLICY 1.8 Increase the visibility of major destination areas and other points for orientation.

POLICY 2.6 Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 4: IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

POLICY 4.11 Make use of street space and other unused public areas for recreation.

TRANSPORTATION ELEMENT

Policy 1.1 Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

Policy 1.2 Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Policy 1.6 Ensure choices among modes of travel and accommodate each mode when and where it its most appropriate.

OBJECTIVE 3: MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

Policy 3.1 The existing vehicular capacity of the bridges, highways, and freeways entering the city should not be increased and, for single-occupant vehicles, should be reduced where possible.

OBJECTIVE 4: MAINTAIN AND ENHANCE SNA FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

Policy 7.1 Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking.

OBJECTIVE 11: ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

OBJECTIVE 14: DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN

TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as signal-light synchronization and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.

POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.

POLICY 14.3 Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

POLICY 14.4 Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.

POLICY 14.7 Encourage the use of transit and other alternatives modes of travel to the private automobile through the positioning of building entrances and the convenient location of support facilities that prioritizes access from these modes.

OBJECTIVE 15: ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

Such treatments may include signalization and signage changes that favor other modes of transportation, widened sidewalks, landscape strips, bicycle lanes or transit stops, bicycle-and-transit friendly speed bumps, or reduced traffic speeds.

POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.

POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.

POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

OBJECTIVE 23: IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

OBJECTIVE 24: IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

OBJECTIVE 26: CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION AS WELL AS FOR RECREATIONAL PURPOSES.

OBJECTIVE 30: ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

COMMERCE AND INDUSTRY ELEMENT

POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

POLICY 6.3 Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

POLICY 6.6 Adopt specific zoning districts which conform to a generalized neighborhood commercial land use and density plan.

POLICY 6.7 Promote high quality urban design on commercial streets.

POLICY 7.1 Promote San Francisco, particularly the civic center, as a location for local, regional, state and federal governmental functions.

RECREATION AND OPEN SPACE ELEMENT

Policy 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.

Policy 2.7 Acquire adequate open space for public use.

Policy 2.9 Maintain and expand the urban forest.

Policy 2.12 Expand community garden opportunities throughout the City.

Policy 4.6 Assure the provision of adequate public open space to serve new residential development.

Policy 4.7 Provide open space to serve neighborhood commercial districts.

ARTS ELEMENT
POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

NOW, THEREFORE BE IT RESOLVED, That pursuant to Planning Code Section 302 (b), the Planning Commission adopts a Resolution of Intention to Initiate amendments to the Planning Code. The amendments contain proposals for changes to standards from those currently established by the Planning Code; including those for land use, height and bulk, building design, loading, density, residential demolition and parking. Proposed Planning Code text and map amendments will a) establish three new zoning districts, b) amend the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (NCDs), c) update height and bulk districts and d) make related revisions to the Planning Code necessary to implement the General Plan as proposed to be amended and make related Planning Code Amendments pursuant to the Market and Octavia Area Plan.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code amendments contained in the draft ordinance approved as to form by the City Attorney in **Exhibit T-3** to be considered at a publicly noticed hearing on or after 9/28/2006.

I hereby certify that the foregoing Resolution was **ADOPTED** by the City Planning Commission on ____________.

Linda Avery
Commission Secretary

Section 3. The San Francisco Planning Code is hereby amended by adding Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.33, 261.1, 263.18, 326- 326.8, 341-341.4, 731, 731.1, 732, 732.1 to read as follows:

SEC. 121.5. DEVELOPMENT ON LARGE LOTS, RESIDENTIAL DISTRICTS.

In order to promote, protect, and maintain a scale of development which is appropriate to each district and compatible with adjacent buildings, new construction or significant enlargement of existing buildings on lots of the same size or larger than the square footage stated in the table below shall be permitted only as conditional uses subject to the provisions set forth in Sections 303 of this Code.

	or Rental				
720.62	Animal Hospital	§ 790.6	C		
720.63	Ambulance Service	§ 790.2			
720.64	Mortuary	§ 790.62			
720.65	Trade Shop	§ 790.124	P	C	
720.66	Storage	§ 790.117			
720.67	Video Store	§ 790.135	C	C	
Institutions and Non-Retail Sales and Services					
720.70	Administrative Service	§ 790.106			
720.80	Hospital or Medical Center	§ 790.44			
720.81	Other Institutions, Large	§ 790.50	P	C	C
720.82	Other Institutions, Small	§ 790.51	P	P	P
720.83	Public Use	§ 790.80	C	C	C
720.84	Medical Cannabis Dispensary	§ 790.141	P		
RESIDENTIAL STANDARDS AND USES					
720.90	Residential Use	§ 790.88	P*, except C for frontages listed in 145.1(d)*	P	P
720.91	Residential Density, Dwelling Units	§§ 207, 207.1, 790.88(a)	~~Generally, 1 unit per 400 sq. ft. lot area~~ *No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable*		

			controls of this and other Codes. §*§* **207.4***, 207.6*		
720.92	**Residential Density, Group Housing**	**§§ 207.1, 790.88(b)**	~~Generally, 1 bedroom per 140 sq. ft. lot area~~ *No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes.* § 208		
720.93	**Usable Open Space *[Per Residential Unit]***	**§§ 135, 136**	**Generally, either 60 sq. ft. if private, or 80 sq. ft. if common § 135(d)**		
720.94	**Off-Street Parking, Residential**	**§§ 150, 153--157, 159--160, 204.5**	~~Generally, 1 space for each dwelling unit~~ *None required. P up to 0.5; C up to 0.75, except C up to 1.0 for units that have at least 2 bedrooms and 1,000 occupiable square feet.* §§ *151.1, 166, 167, 145.1*		
720.95	**Community Residential Parking**	§ 790.10*,* *145.1,* *151.1(f),* *155(r), 166*	**C**	**C**	**C**

Section 3. The San Francisco Planning Code is hereby amended by adding Sections 121.5, 158.1, 206.4, 207.6, 207.7, 230, 249.33, 261.1, 263.18, 326- 326.8, 341-341.4, 731, 731.1, 732, 732.1 to read as follows:

SEC. 121.5. DEVELOPMENT ON LARGE LOTS, RESIDENTIAL DISTRICTS.

In order to promote, protect, and maintain a scale of development which is appropriate to each district and compatible with adjacent buildings, new construction or significant enlargement of existing buildings on lots of the same size or larger than the square footage stated in the table below shall be permitted only as conditional uses subject to the provisions set forth in Sections 303 of this Code.

District	*Lot Size Limits*
RTO	*5,000 sq. ft.*

In addition to the criteria of Section 303(c)(1) of this Code, the Planning Commission shall consider the extent to which the following criteria are met:

(1) The mass and articulation of the proposed structures are compatible with the intended scale of the district.

(2) *For development sites greater than ½-acre, the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of streets and alleys, and foster beneficial pedestrian and vehicular circulation.*

(3) *The site plan, including the introduction of new streets and alleys, the provision of open space and landscaping, and the articulation and massing of buildings, is compatible with the goals and policies of the applicable Area Plan in the General Plan.*

SEC. 158.1. NON-ACCESSORY PARKING GARAGES IN NCT AND RTO DISTRICTS AND THE VAN NESS AND MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT.

(a) Purpose. It is the purpose of this Section to establish criteria, considerations, and procedures by which non-accessory parking facilities in transit-oriented neighborhoods may be reviewed, including the appropriateness of such facilities in the context of existing and planned transit service, the location, size, utilization and efficiency of existing parking facilities in the vicinity, and the effectiveness of Transportation Demand Management of institutions and major destinations in the area.

(b) Non-accessory parking facilities in NCT and RTO districts and in the Van Ness and Market Downtown Residential Special Use District shall meet all of the following criteria and conditions:

(1) The rate structure of Section 155(g) shall apply.

(2) Non-accessory parking facilities shall be permitted in new construction only if the ratio between the amount of occupied floor area of principally or conditionally-permitted non-parking uses to the amount of occupied floor area of parking is at least two to one.

(3) In the case of expansion of existing facilities, the facility to be expanded has already maximized capacity through use of all feasible space efficient techniques, including valet operation or mechanical stackers.

(4) The proposed facility meets or exceeds all relevant urban design requirements and policies of this Code and the General Plan regarding wrapping with active uses and architectural screening, and such parking is not accessed from any frontages protected in Section 155(r).

(5) Project sponsor has produced a survey of the supply and utilization of all existing publicly-accessible parking facilities, both publicly and privately owned, within ½-mile of the subject site, and has demonstrated that such facilities do not contain excess capacity, including via more efficient space management or extended operations.

(6) The proposed facility shall dedicate no less than 5% of its spaces for short-term, transient use by car share vehicles as defined in Section 166, vanpool, rideshare, or other co-operative auto programs, and shall locate these vehicles in a convenient and priority location . These spaces shall not be used for long-term storage nor satisfy the requirement of Section 166, but rather are intended for use by short-term visitors and customers.

(c) Review of any new publicly-owned non-accessory parking facilities or expansion of existing publicly-owned parking facilities in NCT and RTO districts and in the Van Ness and Market Downtown Residential Special Use District shall meet all of the following criteria, in addition to those of subsection (b):

(1) Expansion or implementation of techniques to increase utilization of existing public parking facilities in the vicinity has been explored in preference to creation of new facilities and has been demonstrated to be infeasible.

(2) The City has demonstrated that all major institutions (cultural, educational, government) and employers in the area intended to be served by the proposed facility have Transportation Demand Management programs in place to encourage and facilitate use of public transit, carpooling, car sharing, bicycling, walking, and taxis.

(d) Parking facilities intended for sole and dedicated use as long-term storage for company or government fleet vehicles, and not to be available to the public nor to any employees for commute purposes, are not subject to the requirements of subsection (b)(1), (b)(5)-(6), and (c)(2).

Sec. 206.4. RTO (Residential, Transit-Oriented Neighborhood) District.

This district is intended to recognize, protect, conserve and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms. RTO districts are composed of multi-family moderate-density areas, primarily areas formerly designated RM and RH-3, and are well served within short walking distance, generally less than ¼-mile, of transit and neighborhood commercial areas. Transit available on nearby streets is frequent and/or provides multiple lines serving different parts of the city or region. Limited small-scale neighborhood-oriented retail and services is common and permitted throughout the neighborhood on corner parcels only to provide goods and services to residents within walking distance, but the districts are otherwise residential. Only retail compatible with housing, generally those permitted in NC-1 Districts, is permitted and auto-oriented uses are not permitted. Hours of operation are restricted and off-street parking is not permitted for these very locally-oriented uses.

A fine-grain pattern of 25-foot to 35-foot building widths is prevalent, and structures typically range from two to five stories in height. While some one- and two-family structures are present, the *character of the district is primarily of structures with three or more units of a range of sizes and types suitable for a variety of households. Buildings are moderately scaled and segmented, and units or groups of units have separate entrances directly from the street. The overall residential density is regulated by the permitted and required height, bulk, setbacks, and open space of each parcel, along with residential design guidelines. Because of the high availability of transit service and the proximity of retail and services within walking distance, many households do not own cars; it is common that not every dwelling unit has a parking space and overall off-street residential parking is limited. Open space is provided on-site, in the form of rear yards, decks, balconies, roof-decks, and courtyards, and is augmented by nearby public parks, plazas, and enhanced streetscapes.*

Sec. 207.6. Required Minimum Dwelling Unit Mix and Unit division Restrictions in RTO and NCT Districts.

(a) *Purpose. Dwelling unit density is not controlled by lot area in RTO and NCT Districts, which are well-served by transit and services within walking distance, but by the physical constraints of the Code (such as height, bulk, setbacks, open space, and unit exposure), in order to foster flexible and creative infill development while maintaining the character of the district. However, to ensure an adequate supply of family-sized units in existing and new housing stock, subdivision of existing units is restricted and new construction must include a minimum percentage of units of 2 bedrooms or more.*

(b) *In RTO and NCT districts, for newly constructed residential projects or additions with 5 dwelling units or greater, no less than 40 percent of all dwelling units on site must have at least two bedrooms or more. This requirement does not apply to group housing, or housing designated for seniors or persons with physical disabilities.*

(c) *The Planning Commission may waive the requirements of subsection (b) via Conditional Use procedures with one or more of the following affirmative findings:*

(1) the project demonstrates a need or mission to serve unique populations, or (2) the project site or subject building features physical constraints that make it unreasonable to fulfill the requirement.

(d) Division of any existing dwelling unit into two or more units in RTO and NCT districts shall be permitted only if it meets both of the following conditions:

- *(1) The existing unit exceeds 2.000 occupied square feet or contains more than 3 bedrooms: and*
- *(2) At least one of the resulting units is no less than 2 bedrooms and 1,250 square feet in size.*

Sec. 207.7. Restrictions on Demolition, Conversion, and Merger of Existing Dwelling Units in RTO and NCT Districts.

(a) Purpose. The controls governing the RTO and NCT Districts are flexible with regard to dwelling unit density and parking. and intended to foster creative infill housing of moderate to high density while maintaining the character of the district. The intent of this flexibility. however. is not to encourage the demolition or removal of existing housing stock, particularly units in older buildings.

(b) Demolition of any dwelling unit,- merger of any two or more dwelling units, or conversion of a dwelling unit to a non-residential use (herein all generally referred to as "demolition") in an RTO or NCT district shall be permitted only with Conditional Use authorization from the Planning Commission. Under no circumstance may the Commission grant a Conditional Use for demolition of a dwelling unit absent consideration of a replacement Code-complying project on the same lot. In granting any Conditional Use. the Commission shall consider each of the following characteristics of the dwelling unit(s) proposed for

demolition and of the proposed replacement project, and shall approve such demolition if, on balance, the proposal meets these criteria, and serves the public interest:

(1) the assessed value of the units proposed for demolition exceed that which is affordable to households earning 100% of median income;

(2) the units proposed for demolition are unsound, in accord with the Planning Commission's adopted definition of "unsound";

(3) there is no history of poor maintenance or code violations;

(4) the property is not a historic resource under CEQA;

(5) the proposed replacement project results in a net increase in the number of units on-site;

(6) the proposed replacement project is of superb architectural and urban design, meets or exceeds all relevant design guidelines and Area Plan policies;

(7) the proposed replacement project preserves rental housing on site from conversion to other forms of occupancy or tenure;

(8) the proposed replacement project restores rent control to equivalent number of units on the site;

(9) the proposed replacement project features affordability at least equivalent to the existing units;

(10) the proposed replacement project represents no net loss in the number of family-sized units;

(11) the proposed replacement project serves as supportive housing or serves a special or underserved population;

(12) the proposed project seeks to convert a ground-floor, street-facing residential use to a commercial use in a neighborhood commercial district where such commercial uses are desirable; and

(13) the proposed replacement project serves a public interest or public use that cannot be met without the proposed demolition.

Sec. 230. Limited Corner Commercial Uses in RTO Districts.

(a) Purpose. Corner stores enhance and support the character and traditional pattern of RTO districts. These small neighborhood-oriented establishments provide convenience goods and services on a retail basis to meet the frequent and recurring needs of neighborhood residents within a short walking distance of their homes. These uses tend to be small in scale, to serve primarily walk-in trade, and cause minimum interference with nearby streets and properties. These uses are permitted only on the ground floor of corner buildings, and their intensity and operating hours are limited to ensure compatibility with the predominantly residential character of the district. Accessory off-street parking is prohibited for these uses to maintain the local neighborhood walk-in character of the uses.

(b) Location. Uses permitted under this section must be located:

(1) completely within an RTO district

(2) on or below the ground floor; and

(3) on a corner lot as defined by Section 102.15, with no part of the use extending more than 50 feet in depth from said corner, as illustrated in Figure 230.

(c) Permitted Uses. Any use is permitted which complies with the most restrictive use limitations for the first story and below of:

(1) NC-1 District, as set forth in Sections 710.10 through 710.95 of this Code; and

(2) Any Individual Area Neighborhood Commercial District within ¼-mile of the use, as set forth in Sections 714.10 through 729.95 of this Code; and

(3) Any Restricted Use Subdisctrict within ¼-mile of the use, as set forth in Sections 781 through 781.7 of this Code.

(d) Use Size. There is an aggregate maximum use size of 1,200 gross square feet per corner lot, as illustrated in Figure 230.

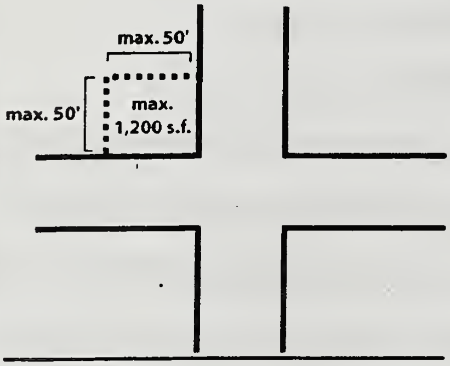


Figure 230. Limitations on Corner Retail in RTO Districts

(e) Parking. No accessory parking shall be permitted for uses permitted under this Section.

(f) Operating Hours. The hours during which the use is open to the public shall be limited to the period between 6:00 a.m. and 10:00 p.m.

(g) Conditions. Any uses described above shall meet all of the following conditions:

(1) The building shall be maintained in a sound and attractive condition, consistent with the general appearance of the neighborhood.

(2) Any signs on the property shall comply with the requirements of Article 6 of this Code pertaining to NC-1 districts.

(3) Truck loading shall be limited in such a way as to avoid undue interference with sidewalks, or with crosswalks, bus stops, hydrants and other public features

(4) Noise, odors and other nuisance factors shall be adequately controlled; and

(5) The use shall comply with all other applicable provisions of this Code.

SEC. 249.33 VAN NESS & MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT

(a) Purpose. There shall be a Van Ness & Market Downtown Residential Special Use District, which is comprised of the parcels zoned C-3-G in the Market Octavia Better Neighborhoods Plan area, and whose boundaries are designated on Sectional Map No. 1SU of the Zoning Map of the City and County of San Francisco. This district is generally comprised of parcels focused at the intersections of Van Ness Avenue at Market Street and South Van Ness Avenue at Mission Street, along with parcels on both sides of Market and Mission Streets between 10th and 12th Streets. This district is intended to be a transit-oriented, high-density, mixed-use neighborhood with a significant residential presence. This area is encouraged to transition from largely a back-office and warehouse support function to downtown into a more cohesive downtown residential district, and serves as a transition zone to the lower scale residential and neighborhood commercial areas to the west of the C-3. A notable amount of large citywide commercial and office activity will remain in the area, including government offices supporting the Civic Center and City Hall. This area was initially identified in the Downtown Plan of the General Plan as an area to encourage housing adjacent to the downtown. As part of the city's Better Neighborhoods Program, this concept was fully articulated in the Market and Octavia Area Plan, and is described therein.

(b) Use Controls.

(1) Non-residential uses. For newly-constructed buildings or additions which exceed 20 percent or more of an existing structure's gross floor area, non-residential uses are not permitted above the 4th story, and at least two occupied square feet of residential use shall be provided for each occupied square foot of non-residential use. In order to accommodate local government office uses near City Hall, publicly-owned or leased buildings or lots are exempted from the requirements of this subsection.

(2) Residential Density. There shall be no density limit for residential uses. The limitations of Section 215 shall not apply.

(c) Off-site provision of required open space. Up to 40 percent of usable open space required b Sections 135 and 138 may be provided off-site if it is within the SUD or within 900 feet of the project site and meets the standards described below for publicly accessible open space described below.

(1) Open Space Provider. The off-site open space permitted by this Section may be provided individually by the project sponsor or jointly by the project sponsor and other project sponsors, provided that each square foot of jointly developed open space may count toward only one sponsor's requirement. With the approval of the Planning Commission, a public or private agency may develop and maintain the open space, provided that (i) the project sponsor or sponsors pay for the cost of development of the number of square feet the project sponsor is required to provide, (ii) provision satisfactory to the Commission is made for the continued maintenance of the open space for the actual lifetime of the building giving rise to the open space requirement, and (iii) the Commission finds that there is reasonable assurance that the open space to be developed by such agency will be developed and open for use by the time the building, the open space requirement of which is being met by the payment, is ready for occupancy.

(2) Publicly-Accessible Open Space Standards.

(A)Open space must be of one or more of the following types:

(i) An unenclosed park or garden at street grade or following the natural topography, including improvements to hillsides or other unimproved public areas according to the Market & Octavia Area Plan;

(ii) An unenclosed plaza at street grade, with seating areas and landscaping and no more than 10 percent of the floor area devoted to food or beverage service;

(iii) An unenclosed pedestrian pathway that meets the minimum standards described in Section 827(g)(3)(A)-(E);

(iv) A terrace or roof garden with landscaping;

(v) Streetscape improvements with landscaping and pedestrian amenities that result in additional space beyond the pre-existing sidewalk width and conform to the Market & Octavia Area Plan, such as sidewalk widening or building setbacks; and

(vi) Streetscape improvements with landscaping and pedestrian amenities on alleyways from building face to building face, beyond basic street tree planting or street lighting as otherwise required by this Code, in accordance with the Market & Octavia Area Plan.

(B) Open space must meet the following standards:

(i) Be in such locations and provide such ingress and egress as will make the area convenient, safe, secure and easily accessible to the general public;

(ii) Be appropriately landscaped;

(iii) Be protected from uncomfortable winds;

(iv) Incorporate ample seating and, if appropriate, access to limited amounts of food and beverage service, which will enhance public use of the area;

(v) Be well signed and accessible to the public during daylight hours;

(vi) Be well lighted if the area is of the type requiring artificial illumination;

(vii) Be designed to enhance user safety and security;

(viii) Be of sufficient size to be attractive and practical for its intended use;; and

(ix) Have access to drinking water and toilets if feasible.

(3) Maintenance. Open spaces shall be maintained at no public expense, except as might be provided for by any community facilities district that may be formed in the RH DTR. The owner of the property on which the open space is located shall maintain it by keeping the area clean and free of litter and keeping in a healthy state any plant material that is provided. Conditions intended to assure continued maintenance of the open space for the actual lifetime of the building giving rise to the open space requirement may be imposed in accordance with the provisions of Section 309.1.

(4) Informational Plaque. Prior to issuance of a permit of occupancy, a plaque of no less than 24 inches by 36 inches in size shall be placed in a publicly conspicuous location outside the building at street level, or at the site of any publicly-accessible open space, identifying said open space feature and its location, stating the right of the public to use the space and the hours of use, describing its principal required features (e.g., number of seats, availability of food service) and stating the name and address of the owner or owner's agent responsible for maintenance.

(5) The Zoning Administrator shall have authority to require a property owner to hold harmless the City and County of San Francisco, its officers, agents and employees, from any damage or injury caused by the design, construction or maintenance of open space, and to require the owner or owners or subsequent owner or owners of the property to be solely liable for any damage or loss occasioned by any act or neglect in respect to the design, construction or maintenance of the open space.

(d) Lot coverage. The rear yard requirements of Section 134 shall not apply. Lot coverage is limited to 80 percent at all residential levels except on levels in which all residential units face onto a public right-of-way. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards per Section 136(c). Exceptions to the 20 percent open area may be granted pursuant to the procedures of Section 309 for conversions of existing non-residential structures where it is determined that provision of 20 percent open area would require partial demolition of the existing non-residential structure.

(e) Floor Area Ratio.

(1) The maximum FAR allowed, except as allowed in this Section, shall be that described in Section 123(C), provided that it shall not be greater than 9:1. The definition of Gross Floor Area shall be that in Section 102.9 as of the date of approval of this Ordinance, and shall include all residential uses. The provisions of Section 124(g) shall not apply in this special use district.

(2) Floor Area Bonus Permitted for Public Improvements or In-lieu Contributions to the Van Ness and Market Neighborhood Infrastructure Fund.

(a) The gross floor area of a structure or structures on a lot may exceed the maximum ratio described in Section 123(c) through participation in the Van Ness and Market Neighborhood Infrastructure Program, according to the procedures described below in subsection (f).

(b) Projects are eligible to apply bonus FAR only for that floor area above the maximum ratio permitted in Section 123(c) and provided that the project has acquired Transferable Development Rights from a Transfer Lot or Lots pursuant to the provisions of Sections 127-128 for that increment of FAR above the base FAR limit in Section 124 up to the maximum FAR described in Section 123(c). If a project sponsor demonstrates that the potential supply of TDR from all remaining potential eligible Transfer Lots as provided in Section 128, is insufficient to satisfy the demand produced by a specific project, the Planning Commission may permit the substitution of the Van Ness and Market Neighborhood Infrastructure Program described in subsection (e) and (f) for that square footage that would otherwise require TDR.

(f) Van Ness and Market Neighborhood Infrastructure Program.

(1) Purpose. The Van Ness & Market Residential SUD enables the creation of a very dense residential neighborhood in an area built for back-office and industrial uses. Projects that seek the FAR bonus above the maximum cap would introduce a very high localized density in an area generally devoid of necessary public infrastructure and amenities, as described in the Market & Octavia Area Plan. While envisioned in the Plan, such projects would create localized levels of demand for open space, streetscape improvements, community facilities and public transit above and beyond the levels both existing in the area today and funded by the Market & Octavia Community Improvements Fee. Such projects also entail construction of relatively taller or bulkier structures in a concentrated area, increasing the need for offsetting open space for relief from the physical presence of larger buildings.

Further, residential projects are currently exempt from numerous requirements in the C-3, including the Downtown Open Space Fund, though residential uses create as much or more burden on existing open space. Additionally, the FAR bonus provisions herein are intended to provide an economic incentive for project sponsors to provide public infrastructure and amenities that improve the quality of life in the area. The bonus allowance is calibrated based on the cost of providing the public improvements provided.

(2) Public Improvements. The public improvements acceptable in exchange for granting the FAR bonus, and that would be necessary to serve the additional population created by the increased density, are listed below. All public improvements shall be consistent with the Market & Octavia Area Plan.

(a) Open Space Acquisition and Improvement: Brady Park (as described in the Market & Octavia Area Plan), or other open space of comparable size and performance. Open space shall be dedicated for public ownership or permanent easement for unfettered public access and improved for public use, including landscaping, seating, lighting, and other amenities.

(b) Streetscape and Pedestrian Improvements: Streetscape improvements within the Special Use District as described in the Market & Octavia Area Plan, including Van Ness and South Van Ness Avenues, Gough, Mission, McCoppin, Otis, Oak, Fell, 11th and 12th Streets, along with adjacent alleys. Improvements include sidewalk widening, landscaping and trees, lighting, seating and other street furniture (e.g. newsracks, kiosks, bicycle racks), signage, transit stop and subway station enhancements (e.g. shelters, signage, boarding platforms), roadway and sidewalk paving, and public art.

(3) The Van Ness and Market Neighborhood Infrastructure Program ("Program") is hereby established and shall be implemented through In-Kind public improvements, participation in

Community Facilities (Mello-Roos) District, or in-lieu payment into the Van Ness and Market Neighborhood Infrastructure Fund ("Fund").

(4) The Program shall be administered by the Planning Commission.

(5) Value, Form, and Timing of Contribution to the Program. The value of the contribution ("contribution") to the Program shall be equal to $15 per additional gross square foot above a site FAR of 9:1. The contribution must be made prior to issuance by the Department of Building Inspection of the first site or building permit for the subject project. The value of the contribution may be revised annually by the Planning Commission, effective January 1st of the year following the effective date of this ordinance and on January 1st each year thereafter by (a) the percentage increase or decrease in the cost to acquire real property for public park and open space use in the area and (b) by the percentage increase or decrease in the construction cost of providing these improvements. The contribution may take the form of any combination, either in whole or in part, of an In-Kind Agreement to provide neighborhood improvements, In-Lieu Payment to the City Treasurer, or a Community Facilities District Agreement to participate in a Mello-Roos Community Facilities District.

(A) In-Kind Improvements. The Planning Commission may allow the provision of In-Kind Improvements, through the approval of an In-Kind Agreement (as described below), as a form of contribution, in whole or in part, to the Program. For the purposes of calculating the total value of in-kind improvements, the project sponsor shall provide the Planning Department with a cost estimate for the proposed improvements from two independent contractors. Based on these estimates, the Planning Director shall determine their appropriate value and make a recommendation to the Planning Commission. Open space or streetscape improvements, including off-site improvements per the provisions of this Special Use District, proposed to satisfy the usable open space requirements of Section 135 and 138 are not eligible for credit toward the contribution as In-Kind improvements. No credit toward the contribution may be made for land value unless ownership of the land is transferred

to the City or a permanent public easement is granted, the acceptance of which is at the sole discretion of the City. A permanent easement shall be valued at no more than 50% of appraised fee simple land value. Any proposal for contribution of property for public open space use shall follow the procedures of subsection (6)(D) below.

(B) In-Lieu Payment. Because the total cost of the individual public improvements (e.g. a public park or a streetscape project) may be greater than the proportional contribution to the Program or the need created by any one project, and because it may be infeasible or impractical to make a fractional public improvement (e.g. acquisition of a fraction of a park) it is necessary to allow direct payments, at the rate described in subsection (5) above, in-lieu of providing In-Kind improvements, as a form of contribution, either in whole or in part, to the Program. Such payment shall be made to the City Treasurer for deposit in the Van Ness and Market Neighborhood Infrastructure Fund. Upon payment of the In-Lieu Payment in full to the Treasurer, the Treasurer shall issue a certification that the credit has been paid.

(C) Community Facilities District. The Planning Commission may allow the participation in a Community Facilities (Mello-Roos) District, through the approval of a Community Facilities District Agreement (as described below), as a form of contribution, in whole or in part, to the Program. A Community Facilities Agreement means an agreement acceptable in form and substance to the Planning Department and City Attorney, under which the project sponsor makes a covenant to make a good faith effort to secure the formation of a Community Facilities (Mello-Roos) District if such a district has not already been successfully formed, and to take all steps necessary to support the construction of a portion of the improvements ("CFD Improvements") described in subsection (2) above using the proceeds of one or more series of special tax bonds or moneys otherwise made available by such a district ("CFD Funds"). The agreement shall state that the CFD Funds shall be available by a date ("Satisfaction Date) no later than twelve months after the approval of the *agreement. Such agreement shall provide that the project sponsor shall pay the full amount of the contribution in the event that the CFD Funds are not received by the Satisfaction Date. The City shall also require the project sponsor to provide a letter of credit or other instrument to secure the City's right to receive payment as described in the preceding sentence.*

(D) The sponsor shall present Treasurer certification of In-Lieu Payment, a signed In-Kind Agreement and/or Community Facilities District Agreement totaling the full value of the contribution to the Planning Department and Department of Building Inspection prior to the issuance by DBI of the first site or building permit for the project. A failure of the Treasurer, DBI or the Planning Department to give any notice under this Section shall not relieve a sponsor from compliance with this Section.

(6) There is hereby established a separate fund set aside for a special purpose entitled the Van Ness and Market Neighborhood Infrastructure Fund ("Fund"). All monies collected by the Treasurer pursuant to subsection (5) above shall be deposited in a special fund maintained by the Controller. The receipts of the Fund are hereby appropriated in accordance with law to be used solely to fund public infrastructure subject to the following conditions:

(A) All monies deposited in the Fund shall be used solely to design, engineer, acquire and develop neighborhood open spaces and streetscape improvements that result in new publicly-accessible facilities within the Van Ness and Market Special Use District or the area bounded by 10th Street, Howard Street, South Van Ness Avenue, the northeastern line of the Central Freeway, Market Street, Franklin Street, Hayes Street, and Polk Street. These improvements shall be consistent with the Market and Octavia Area Plan of the General Plan and any Plan that is approved by the Board of Supervisors in the future for the area covered by this SUD, except that monies from the Fund may be used by the Planning Commission to commission studies to revise the fee pursuant to subsection (5) above, or to commission landscape, architectural or other planning, design and engineering services in support of

the proposed public improvements, provided they do not exceed a total of $250,000 over the life of the Fund.

(B) No portion of the Fund may be used, by way of loan or otherwise, to pay any administrative, general overhead, or similar expense of any public entity.

(C) The Controller's Office shall file an annual report with the Board of Supervisors beginning one year after the effective date of this ordinance, which report shall set forth the amount of money collected in the Fund. The Fund shall be administered by the Planning Commission.

(D) A public hearing shall be held by both the Planning and Recreation and Parks Commissions to elicit public comment on proposals for the acquisition of property using monies in the Fund. Notice of public hearings shall be published in an official newspaper at least 20 days prior to the date of the hearing, which notice shall set forth the time, place, and purpose of the hearing. The hearing may be continued to a later date by a majority vote of the members of both Commissions present at the hearing. At a joint public hearing, a quorum of the Planning and Recreation and Parks Commissions may vote to allocate the monies in the Fund for acquisition of property for park use and for development of property acquired for park use.

(E) The Planning Commission shall work with other City agencies and commissions, specifically the Department of Recreation and Parks, Department of Public Works, and the Metropolitan Transportation Agency, to develop agreements related to the administration of the development of new public facilities within public rights-of-way or on any acquired property designed for park use, using such monies as have been allocated for that purpose at a hearing of the Planning Commission.

(F) The Director of Planning shall have the authority to prescribe rules and regulations governing the Fund, which are consistent with this ordinance.

SEC. 261.1. ADDITIONAL HEIGHT LIMITS FOR NARROW STREETS AND ALLEYS IN RTO AND NCT DISTRICTS.

(a) *Purpose. The intimate character of narrow streets (right-of-ways 40 feet in width or narrower) and alleys is an important and unique component of the City and certain neighborhoods in particular. The scale of these streets should be preserved to ensure they do not become overshadowed or overcrowded. Heights along alleys and narrow streets are hereby limited to provide ample sunlight and air, as follows:*

(b) *All building frontages on the southern side of those right-of-ways listed in subsection (b)(1) and that are greater than 60 feet from an intersection with a right-of-way wider than 40 feet, shall be set back at the property line such that they avoid penetration of a sun access plane defined by an angle of 50 degrees from a line 5 feet southerly of and parallel to the northern right-of-way line (as illustrated in Figure 261.1A.) For example, for a 35 foot-wide right-of-way, this would require a 50 degree setback at the property line above a height of approximately 36 feet.) No part or feature of a building, including but not limited to any feature listed in Sections 260(b), may penetrate the required setback plane.*

(1) *Streets with required sun angle setback on south side include: Elm, Redwood, Ash, Birch, Ivy, Linden, Hickory, Lily, Rose, Laussat, Germania, Clinton Park, Brosnan, Hidalgo, and Alert Streets, within any RTO or NCT district.*

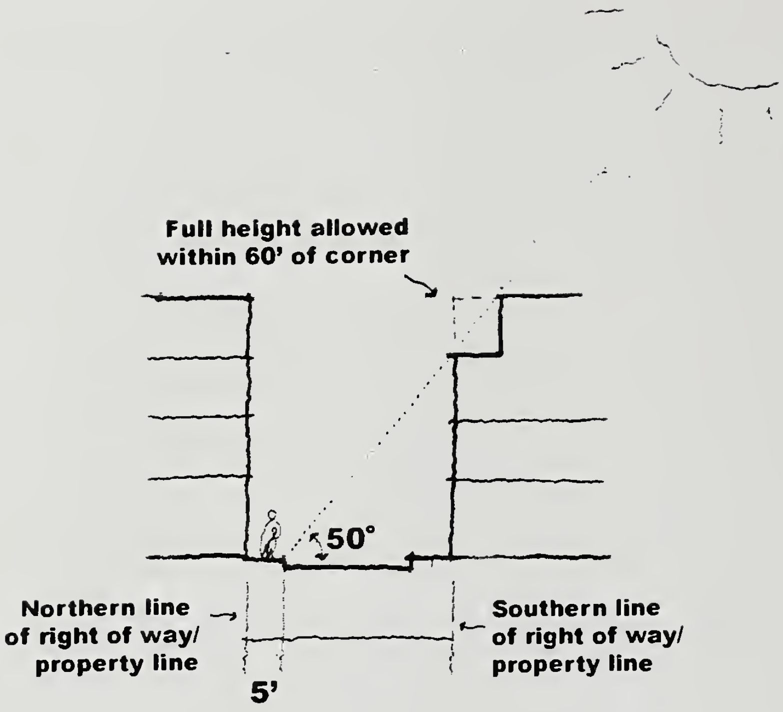

Full height allowed within 60' of corner
50°
Northern line of right of way/ property line
Southern line of right of way/ property line
5'

Figure 261.1A

(2)

SEC. 263.18. SPECIAL HEIGHT EXCEPTION: ADDITIONAL FIVE FEET HEIGHT FOR GROUND FLOOR USES IN NCT 40-X AND 50-X HEIGHT AND BULK DISTRICTS.

(a) Intent. In order to encourage generous ground floor ceiling heights for commercial and other active uses, encourage additional light and air into ground floor spaces, allow for walk-up ground floor residential uses to be raised slightly from sidewalk level for privacy and usability of front stoops, and create better building frontage on the public street, up to an additional 5' of height is allowed along major streets in NCT districts for buildings that feature either higher ground floor ceilings for non-residential uses or ground floor residential units (that have direct walk-up access from the sidewalk) raised up from sidewalk level.

(b) Applicability. The special height exception described in this section shall only apply to projects that meet all of the following criteria:

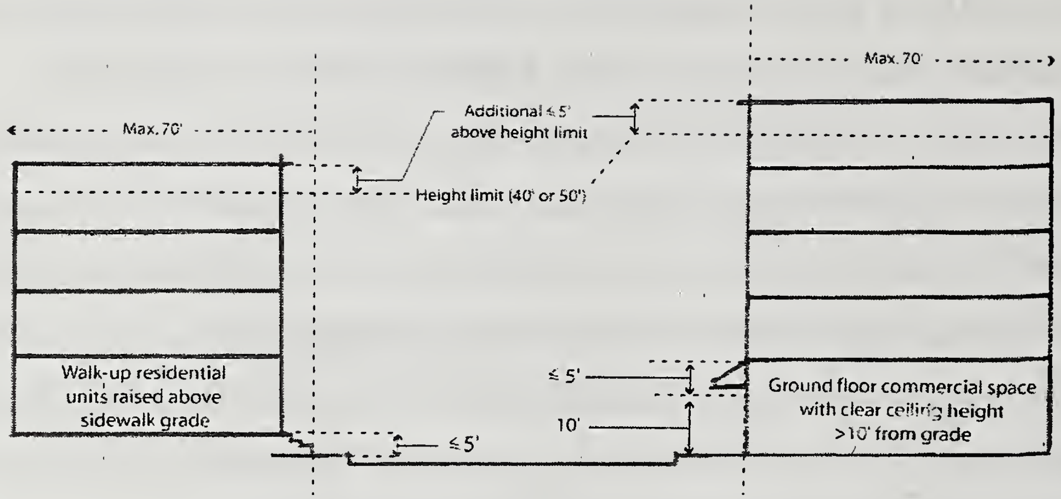
(1) project is located in a 40-X or 50-X Height and Bulk District as designated on the Zoning Map;

(2) project is located in an NCT district as designated on the Zoning Map;

(3) project features ground floor commercial space or other active use as defined by Section 145.1(e) with clear ceiling heights in excess of ten feet from sidewalk grade, or in the case of residential uses, such walk-up residential units are raised up from sidewalk level; and

(4) said ground floor commercial space, active use, or walk-up residential use is primarily oriented along a right-of-way wider than 40 feet.

(c) One additional foot of height, up to a total of five feet, shall be permitted above the designated height limit for each additional foot of ground floor clear ceiling height in excess of 10 feet from sidewalk grade, or in the case of residential units, for each foot the unit is raised above sidewalk grade. Such additional height shall not extend more than 70 feet in depth back from the right-of-way(s) described in (b)(4).


Max. 70'
Max. 70'
Additional ≤ 5' above height limit
Height limit (40' or 50')
Walk-up residential units raised above sidewalk grade
≤ 5'
≤ 5'
10'
Ground floor commercial space with clear ceiling height >10' from grade

SEC. 731.1 NCT-3 - MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

NCT-3 districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. The NCT-3 districts are mixed use districts that support neighborhood-serving commercial uses on lower floors and housing above. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services. The district's form can be either linear along transit-priority corridors, concentric around transit stations, or broader areas where transit services criss-cross the neighborhood. Housing density is limited not by lot area, but by the regulations on the built envelope of buildings, including height, bulk, setbacks, and lot coverage, and standards for residential uses, including open space and exposure, and urban design guidelines. Residential parking is not required and generally limited. Commercial establishments are discouraged or prohibited from building accessory off-street parking in order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic. There are prohibitions on access (i.e. driveways, garage entries) to off-street parking and loading on critical stretches of NC and transit streets to preserve and enhance the pedestrian-oriented character and transit function.

NCT-3 Districts are intended in most cases to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods. NCT-3 Districts include some of the longest linear commercial streets in the City, some of which have continuous retail development for many blocks. Large-scale lots and buildings and wide streets distinguish the districts from smaller-

scaled commercial streets, although the districts may include small as well as moderately scaled lots. Buildings may range in height, with height limits varying from four to eight stories.

NCT-3 building standards permit moderately large commercial uses and buildings. Rear yards are protected at residential levels.

A diversified commercial environment is encouraged for the NCT-3 District, and a wide variety of uses are permitted with special emphasis on neighborhood-serving businesses. Eating and drinking, entertainment, and financial service uses generally are permitted with certain limitations at the first and second stories. Auto-oriented uses are somewhat restricted. Other retail businesses, personal services and offices are permitted at all stories of new buildings. Limited storage and administrative service activities are permitted with some restrictions.

Housing development in new buildings is encouraged above the second story. Existing residential units are protected by limitations on demolitions and upper-story conversions.

SEC. 731 MODERATE-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT NCT-3 ZONING CONTROL TABLE

-	-	-	*NCT-3*
No.	*Zoning Category*	*§ References*	*Controls*
BUILDING STANDARDS			
731.10	*Height and Bulk Limit*	*§§ 102.12, 105, 106, 250-252, 260, 261.1,263.18, 270, 271*	*Varies* *See Zoning Map* *Height Sculpting on Alleys: § 261.1* *Additional 5' Height Allowed for Ground Floor Active Uses in 40-X and 50-X: § 263.18*

731.11	*Lot Size [Per Development]*	*§§790.56. 121.1*	*P up to 9,999 sq. ft.;* *C 10,000 sq. ft. & above* *§121.1*
731.12	*Rear Yard*	*§§130. 134. 136*	*Required at residential levels only* *§134(a)(e)*
731.13	*Street Frontage*	-	*Required* *§ 145.1*
731.13a	*Street Frontage. Above-Grade Parking Setback and Active Uses*		*Minimum 25 feet on ground floor. 15 feet on floors above* *§ 145.1(c). (e)*
731.13b	*Street Frontage. Required Ground Floor Commercial*		*Market Street. Church Street* *§ 145.1(d)*
731.13c	*Street Frontage. Parking and Loading access restrictions*		*§ 155(r)* *NP: Market Street. Church Street. Mission Street* *C: Duboce Street. Haight Street*
731.14	*Awning*	*§ 790.20*	*P* *§ 136.1(a)*
731.15	*Canopy*	*§ 790.26*	*P* *§ 136.1(b)*
731.16	*Marquee*	*§ 790.58*	*P* *§ 136.1(c)*
731.17	*Street Trees*	-	*Required* *§ 143*
COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES			
731.20	*Floor Area Ratio*	*§§ 102.9. 102.11. 123*	*3.6 to 1* *§ 124(a) (b)*

731.21	*Use Size [Non-Residential]*	*§ 790.130*	*P up to 5,999 sq. ft.;* *C 6,000 sq. ft. & above* *§ 121.2*
731.22	*Off-Street Parking, Commercial/Institutional*	*§§ 150, 153-157, 159-160, 204.5*	*None required. Generally none permitted by-right. C up to one space per 2,500 square feet. For retail uses larger than 10,000 square feet that sell bulky or heavy merchandise, P up to 1:500, C up to 1:350 for space in excess of 20,000 s.f. subject to conditions of 151.1(f).* *§§ 151.1, 166, 145.1*
731.23	*Off-Street Freight Loading*	*§§ 150, 153-155, 204.5*	*Generally, none required if gross floor area is less than 10,000 sq. ft.* *§§ 152, 161(b)*
731.24	*Outdoor Activity Area*	*§ 790.70*	*P if located in front;* *C if located elsewhere* *§ 145.2(a)*
731.25	*Drive-Up Facility*	*§ 790.30*	
731.26	*Walk-Up Facility*	*§ 790.140*	*P if recessed 3 ft.;* *C if not recessed* *§ 145.2(b)*
731.27	*Hours of Operation*	*§ 790.48*	*No Limit*
731.30	*General Advertising Sign*	*§§ 262, 602-604, 608, 609*	*P #* *§ 607.1(e)2*
731.31	*Business Sign*	*§§ 262, 602-604, 608, 609*	*P #* *§ 607.1(f)3*
731.32	*Other Signs*	*§§ 262, 602-604, 608, 609*	*P #* *§ 607.1(c) (d) (g)*
-	-	-	***NCT-3***

-	-	-	**Controls by Story**		
No.	Zoning Category	§ References	1st	2nd	3rd+
-	-	§ 790.118	**1st**	**2nd**	**3rd +**
731.38	Residential Conversion	§ 790.84, 207.7	C	C	C
731.39	Residential Demolition	§ 790.86, 207.7	C	C	C
731.39a	Residential Division	§ 207.6	P	P	P
Retail Sales and Services					
731.40	Other Retail Sales and Services [Not Listed Below]	§ 790.102	P #	P #	P #
731.41	Bar	§ 790.22	P	P	-
731.42	Full-Service Restaurant	§ 790.92	P	P	-
731.43	Large Fast Food Restaurant	§ 790.90	C #	C #	-
731.44	Small Self-Service Restaurant	§ 790.91	P #	P #	-
731.45	Liquor Store	§ 790.55	-	-	-
731.46	Movie Theater	§ 790.64	P	P	-
731.47	Adult Entertainment	§ 790.36	C	C	-
731.48	Other Entertainment	§ 790.38	P	P	-
731.49	Financial Service	§ 790.110	P	P	-
731.50	Limited Financial Service	§ 790.112	P	P	-
731.51	Medical Service	§ 790.114	P	P	P
731.52	Personal Service	§ 790.116	P	P	P

731.53	Business or Professional Service	§ 790.108	P	P	P
731.54	Massage Establishment	§ 790.60. § 2700 Police Code	C	C	-
731.55	Tourist Hotel	§ 790.46	C	C	C
731.56	Automobile Parking	§§ 790.8, 156, 158.1, 160	C	C	C
731.57	Automobile Gas Station	§ 790.14	C	-	-
731.58	Automotive Service Station	§ 790.17	C	-	-
731.59	Automotive Repair	§ 790.15	C	C	-
731.60	Automotive Wash	§ 790.18	C	-	-
731.61	Automobile Sale or Rental	§ 790.12	C	-	-
731.62	Animal Hospital	§ 790.6	C	C	-
731.63	Ambulance Service	§ 790.2	C	-	-
731.64	Mortuary	§ 790.62	C	C	C
731.65	Trade Shop	§ 790.124	P	C	C
731.66	Storage	§ 790.117	C	C	C
731.67	Video Store	§ 790.135	C	C	C
Institutions and Non-Retail Sales and Services					
731.70	Administrative Service	§ 790.106	C	C	C
731.80	Hospital or Medical Center	§ 790.44	C	C	C
731.81	Other Institutions, Large	§ 790.50	P	P	P
731.82	Other Institutions, Small	§ 790.51	P	P	P
731.83	Public Use	§ 790.80	C	C	C

731.84	*Medical Cannabis Dispensary*	*§ 790.141*	*P #*	-	-
RESIDENTIAL STANDARDS AND USES					
731.90	*Residential Use*	*§ 790.88*	*P, except C for frontages listed in 145.1(d)*	*P*	*P*
731.91	*Residential Density, Dwelling Units*	*§§ 207, 207.1, 790.88(a)*	*No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes.* *§ 207.4, 207.6*		
731.92	*Residential Density, Group Housing*	*§§ 207.1, 790.88(b)*	*No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes.* *§ 208*		
731.93	*Usable Open Space [Per Residential Unit]*	*§§ 135, 136*	*Generally, either* *80 sq. ft. if private, or* *100 sq. ft. if common* *§ 135(d)*		
731.94	*Off-Street Parking, Residential*	*§§ 150, 153-157, 159-160, 204.5*	*None required. P up to 0.5; C up to 0.75, except C up to 1.0 for units that have at least 2 bedrooms and 1,000 occupiable square feet.* *§ 151.1, 166, 167, 145.1*		
731.95	*Community Residential Parking*	*§ 790.10, 145.1, 166*	*C*	*C*	*C*

SPECIFIC PROVISIONS FOR NCT-3 DISTRICTS

Article 7 Code Section	*Other Code Section*	*Zoning Controls*
§ 731.30 *§ 731.31* *§ 731.32*	*§ 608.10*	*UPPER MARKET STREET SPECIAL SIGN DISTRICT* ***Boundaries:*** *Applicable only for the portion of the Market Street NCT-3 District from Octavia to Church Streets as mapped on Sectional Map SSD* ***Controls:*** *Special restrictions and limitations for signs*
§ 731.84 *§ 790.141*	*Health Code § 3308*	*Medical cannabis dispensaries in NCT-3 District may only operate between the hours of 8 am and 10 pm.*

SEC. 732.1 UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

The Upper Market Street Neighborhood Commercial Transit District is located on Market Street from Church to Noe Streets, and on side streets off Market. Upper Market Street is a multi-purpose commercial district that provides limited convenience goods to adjacent neighborhoods, but also serves as a shopping street for a broader trade area. A large number of offices are located on Market Street within easy transit access to downtown. The width of Market Street and its use as a major arterial diminish the perception of the Upper Market Street Transit District as a single commercial district. The street appears as a collection of dispersed centers of commercial activity, concentrated at the intersections of Market Street with secondary streets.

This district is well served by transit and is anchored by the Market Street subway (with stations Church Street and Castro Street) and the F-Market historic streetcar line. All light-rail lines in the city traverse the district, including the F, J, K, L, M, and N, and additional key cross-town transit service crosses Market Street at Fillmore and Castro Streets. Additionally, Market Street is a primary bicycle corridor. Housing density is limited not by lot area, but by the regulations on the built envelope of *buildings, including height, bulk, setbacks, and lot coverage, and standards for residential uses, including open space and exposure, and urban design guidelines. Residential parking is not required and generally limited. Commercial establishments are discouraged or prohibited from building accessory off-street parking in order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic. There are prohibitions on access (i.e. driveways, garage entries) to off-street parking and loading on Market and Church Streets to preserve and enhance the pedestrian-oriented character and transit function.*

The Upper Market Street district controls are designed to promote moderate-scale development which contributes to the definition of Market Street's design and character. They are also intended to preserve the existing mix of commercial uses and maintain the livability of the district and its surrounding residential areas. Large-lot and use development is reviewed for consistency with existing development patterns. Rear yards are protected at residential levels. To promote mixed-use buildings, most commercial uses are permitted with some limitations above the second story. In order to maintain continuous retail frontage and preserve a balanced mix of commercial uses, ground-story neighborhood-serving uses are encouraged, and eating and drinking, entertainment, and financial service uses are limited. Ground floor-commercial space is required along Market and Church Streets. Most automobile and drive-up uses are prohibited or conditional.

Housing development in new buildings is encouraged above the second story. Existing upper-story residential units are protected by limitations on demolitions and upper-story conversions.

SEC. 732 UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

-	-	-	*Upper Market Street*
No.	*Zoning Category*	*§ References*	*Controls*
BUILDING STANDARDS			

732.10	*Height and Bulk Limit*	*§§ 102.12, 105, 106, 250-252, 260, 261.1, 263.18, 270, 271*	*Varies* *See Zoning Map:* *Height Sculpting on Alleys: § 261.1* *Additional 5' Height Allowed for Ground Floor Active Uses in 40-X and 50-X; § 263.18*
732.11	*Lot Size [Per Development]*	*§§ 790.56, 121.1*	*P up to 9,999 sq. ft.* *C 10,000 sq. ft. & above* *§ 121.1*
732.12	*Rear Yard*	*§§ 130, 134, 136*	*Required from 2nd story and above* *§ 134(a) (e)*
732.13	*Street Frontage*	-	*Required* *§ 145.1*
732.13a	*Street Frontage, Above-Grade Parking Setback and Active Uses*		*Minimum 25 feet on ground floor, 15 feet on floors above* *§ 145.1(c), (e)*
732.13b	*Street Frontage, Required Ground Floor Commercial*		*Market Street;* *Church Street* *§ 145.1(d)*
732.13c	*Street Frontage, Parking and Loading access restrictions*		*§ 155(r)* *NP: Market Street, Church Street*
732.14	*Awning*	*§ 790.20*	*P* *§ 136.1(a)*
732.15	*Canopy*	*§ 790.26*	*P* *§ 136.1(b)*
732.16	*Marquee*	*§ 790.58*	*P*

			§ 136.1(c)
732.17	*Street Trees*	-	*Required* *§ 143*
COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES			
732.20	*Floor Area Ratio*	*§§ 102.9, 102.11, 123*	*3.0 to 1* *§ 124(a) (b)*
732.21	*Use Size [Non-Residential]*	*§ 790.130*	*P up to 2,999 sq. ft.;* *C 3,000 sq. ft. & above* *§ 121.2*
732.22	*Off-Street Parking, Commercial/Institutional*	*§§ 150, 153-157, 159-160, 204.5*	*None required. Generally none permitted by-right. C up to one space per 2,500 square feet. For retail uses larger than 10,000 square feet that sell bulky or heavy merchandise, P up to 1:500, C up to 1:350 for space in excess of 20,000 s.f. subject to conditions of 151.1(f).* *§§ 151.1, 166, 145.1*
732.23	*Off-Street Freight Loading*	*§§ 150, 153-155, 204.5*	*Generally, none required if gross floor area is less than 10,000 sq. ft.* *§§ 152, 161(b)*
732.24	*Outdoor Activity Area*	*§ 790.70*	*P if located in front;* *C if located elsewhere* *§ 145.2(a)*
732.25	*Drive-Up Facility*	*§ 790.30*	
732.26	*Walk-Up Facility*	*§ 790.140*	*P if recessed 3 ft.;* *C if not recessed* *§ 145.2(b)*
732.27	*Hours of Operation*	*§ 790.48*	*P 6 a.m. - 2 a.m.;* *C 2 a.m. - 6 a.m.*

732.30	General Advertising Sign	§§ 262, 602-604, 608, 609	-
732.31	Business Sign	§§ 262, 602-604, 608, 609	P # § 607.1(f)2
732.32	Other Signs	§§ 262, 602-604, 608, 609	P # § 607.1(c) (d) (g)

-	-	-	**Upper Market Street**		
-	-	-	**Controls by Story**		
No.	Zoning Category	§ References	1st	2nd	3rd+
-	-	§§ 790.118	**1st**	2nd	3rd+
732.38	Residential Conversion	§§ 790.84, 207.7	C	C	-
732.39	Residential Demolition	§§ 790.86, 207.7	C	C	C
732.39a	Residential Division	§ 207.6	P	P	P
Retail Sales and Services		-	-	-	-
732.40	Other Retail Sales and Services [Not Listed Below]	§ 790.102	P	P	-
732.41	Bar	§ 790.22	C	-	-
732.42	Full-Service Restaurant	§ 790.92	C	-	-
732.43	Large Fast Food Restaurant	§ 790.90	-	-	-
732.44	Small Self-Service Restaurant	§ 790.91	C	-	-
732.45	Liquor Store	§ 790.55	C	-	-
732.46	Movie Theater	§ 790.64	P	-	-

732.47	*Adult Entertainment*	*§ 790.36*	-	-	-
732.48	*Other Entertainment*	*§ 790.38*	*C#*	-	-
732.49	*Financial Service*	*§ 790.110*	*C*	*C*	-
732.50	*Limited Financial Service*	*§ 790.112*	*P*	-	-
732.51	*Medical Service*	*§ 790.114*	*P*	*P*	*C*
732.52	*Personal Service*	*§ 790.116*	*P*	*P*	*C*
732.53	*Business or Professional Service*	*§ 790.108*	*P*	*P*	*C*
732.54	*Massage Establishment*	*§ 790.60,* *Police Code § 2700*	*C*	*C*	-
732.55	*Tourist Hotel*	*§ 790.46*	*C*	*C*	*C*
732.56	*Automobile Parking*	*§§ 790.8, 145.1, 156, 158.1, 160, 166*	*C*	*C*	*C*
732.57	*Automotive Gas Station*	*§ 790.14*	-	-	-
732.58	*Automotive Service Station*	*§ 790.17*	-	-	-
732.59	*Automotive Repair*	*§ 790.15*	*C*	-	-
732.60	*Automotive Wash*	*§ 790.18*	-	-	-
732.61	*Automobile Sale or Rental*	*§ 790.12*	-	-	-
732.62	*Animal Hospital*	*§ 790.6*	*C*	-	-
732.63	*Ambulance Service*	*§ 790.2*	-	-	-
732.64	*Mortuary*	*§ 790.62*	-	-	-
732.65	*Trade Shop*	*§ 790.124*	*P*	*C*	-

732.66	Storage	§ 790.117	-	-	-
732.67	Video Store	§ 790.135	C	C	-
Institutions and Non-Retail Sales and Services					
732.70	Administrative Service	§ 790.106	-	-	-
732.80	Hospital or Medical Center	§ 790.44	-	-	-
732.81	Other Institutions, Large	§ 790.50	P	C	C
732.82	Other Institutions, Small	§ 790.51	P	P	P
732.83	Public Use	§ 790.80	C	C	C
732.84	Medical Cannabis Dispensary	§ 790.141	P	-	-
RESIDENTIAL STANDARDS AND USES					
732.90	Residential Use	§ 790.88	P, except C for frontages listed in 145.1(d)	P	P
732.91	Residential Density, Dwelling Units	§§ 207, 207.1, 790.88(a)	No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes. § 207.4, 207.6		
732.92	Residential Density, Group Housing	§§ 207.1, 790.88(b)	No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this		

			and other Codes. *§ 208*		
732.93	*Usable Open Space [Per Residential Unit]*	*§§ 135, 136*	*Generally, either 60 sq. ft. if private, or 80 sq. ft. if common* *135(d)*		
732.94	*Off-Street Parking, Residential*	*§§ 150, 153-157, 159-160, 204.5*	*None required. P up to 0.5; C up to 0.75, except C up to 1.0 for units that have at least 2 bedrooms and 1,000 occupiable square feet.* *§ 151.1*		
732.95	*Community Residential Parking*	*§§ 790.10, 145.1, 166*	*C*	*C*	*C*

SPECIFIC PROVISIONS FOR UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT

Article 7 Code Section	***Other Code Section***	*Zoning Controls*
§ 732.31 *§ 732.32*	*§ 608.10*	*UPPER MARKET STREET SPECIAL SIGN DISTRICT* ***Boundaries:*** *Applicable only for the portions of the Upper Market Street NCD as mapped on Sectional Map SSD* ***Controls:*** *Special restrictions and limitations for signs*
§ 732.48	-	***Boundaries:*** *Applicable for the Upper Market Street NCD.* ***Controls:*** *Existing bars in the Upper Market Street Neighborhood Commercial Transit District will be allowed to apply for and receive a place of entertainment permit from the Entertainment Commission without obtaining conditional use authorization from the Planning Commission if they can demonstrate to the satisfaction of the Entertainment Commission that they have*

		been in regular operation as an entertainment use prior to January 1, 2004; provided, however, that a conditional use is required (1) if an application for a conditional use for the entertainment use was filed with the Planning Department prior to the date this ordinance was introduced or (2) if a conditional use was denied within 12 months prior to the effective date of this ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By:
Susan Cleveland-Knowles
Deputy City Attorney

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SEC. 326. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND.

Sections 326.1 to 326.8 set forth the requirements and procedures for the Market and Octavia Community Improvements Fund.

SEC. 326.1. FINDINGS.

A. Market and Octavia Plan Objectives

The Market and Octavia Area Plan embodies the community's vision of a better neighborhood, which achieves multiple objectives including creating a healthy, vibrant transit-oriented neighborhood. The Planning Department coordinated development of the Area Plan objectives around the tenants of the Better Neighborhood Planning process and within the larger framework of the General Plan.

The Market and Octavia Plan Area encompasses a variety of districts, most of which are primarily residential or neighborhood commercial. The Area Plan calls for a maintenance of the well-established neighborhood character in these districts with a shift to a more transit-oriented type of districts. A transit-oriented district, be it neighborhood commercial or residential in character, generates a unique type of infrastructure needs.

The overall objective of the Market and Octavia planning effort is to encourage balanced growth in a centrally located section of the city that is ideal for transit oriented development. The Area Plan calls for an increase in housing and retail capacity simultaneous to infrastructure improvements in an effort to maintain and strengthen neighborhood character.

B. Need for New Housing and Retail

New residential construction in San Francisco is necessary to accommodate a growing population. The population of California has grown by more than 11 percent since 1990 and is expected to continue increasing. The San Francisco Bay Area is growing at a rate similar to the rest of the state.

The City should encourage new housing production in a manner that enhances existing neighborhoods and creates new high-density residential and mixed-use neighborhoods. One solution to the housing crisis is to encourage the construction of higher density housing in areas of the City best able to accommodate such housing. Areas like the Plan Area can better accommodate growth because of easy access to public transit, proximity to downtown, convenience of neighborhood shops to meet daily needs, and the availability of development opportunity sites. San Francisco's land constraints, as described in Section 318.1 (A), limit new housing construction to areas of the City not previously designated as residential areas, infill sites, or areas that can absorb increased density.

The Market and Octavia Plan Area presents opportunity for infill development on various sites, including parcels along Octavia Boulevard known as 'the Central Freeway parcels', some parcels along Market Street, and the SoMa West portions of the Plan Area. These sites are compelling opportunities because new housing can be built within easy walking distance of the downtown and Civic Center employment centers and city and regional transit centers, while maintaining the comfortable residential character and reinforcing the unique and exciting neighborhood qualities.

To respond to the identified need for housing, repair the fabric of the neighborhood, and support transit-oriented development, the Market and Octavia Plan Area is zoned for the appropriate residential and commercial uses. The Planning Department is adding a Van Ness Market Downtown Residential Special Use District (VNMDR-SUD) in the Plan Area and establishing a Residential Transit-oriented (RTO) district and several Neighborhood Commercial Transit (NCT) districts. New zoning controls encourage housing and commercial development appropriate to each district.

The plan builds on existing neighborhood character and establishes new standards for amenities necessary for a transit-oriented neighborhood. A transit-oriented neighborhood requires a full range of neighborhood serving businesses. New retail and office space will provide both neighborhood- and city-serving businesses.

San Francisco is experiencing a severe shortage of housing available to people at all income levels, especially to those with the lowest incomes while seeing a sharp increase in housing prices. The Association of Bay Area Governments' (ABAG) Regional Housing Needs Determination (RHND) forecasts that San Francisco must produce 2,716 new units of housing annually to meet projected needs. At least 5,639 of these new units should be available to moderate income households. New affordable units are funded through a variety of sources, including inclusionary housing and in lieu fees leveraged by new market rate residential development pursuant to Sections 313 and 315. The Planning Department projects that approximately 1,200 new units of affordable housing will be developed within the Plan Area (Projection assumes that 50% of projected units on the Central Freeway parcels and 15% (new inclusionary housing requirement) of remainder of projected development will be affordable. Should developers choose to fulfill their inclusionary requirements by developing off-site the city could gain as many as 1,400 new inclusionary units related to the full build out of the Market and Octavia Plan.).

C. New Development Requires New Community Infrastructure

The purpose for new development in the Plan Area is established above (Section 326.1(a)). New construction should not diminish the City's open space, jeopardize the City's Transit First Policy, or place undue burden on the City's service systems. The new residential and commercial construction should preserve the existing neighborhood services and character, as well as increase the level of service for all modes necessary to support transit-oriented development. New development in the area will create additional impact on the local infrastructure, thus generating a substantial need for community improvements as the district's population and workforce grows.

The amendments to the General Plan, Planning Code, and Zoning Maps that correspond to this ordinance will permit an increased amount of new residential and commercial development. The Planning Department anticipates an increase of 5,960 units within the next 20 years, and an increase of 9,875 residents, as published in the environmental impact report. This new development will have an extraordinary impact on the Plan Area's infrastructure. As described more fully in the Market and Octavia Plan Final Environmental Impact Report, San Francisco Planning Department, Case No. ____________ on file with the Clerk of the Board in File No. ________, and the Market and Octavia Community Improvements Program Document, San Francisco Planning Department, Case No. ____________ on file with the Clerk of the Board in File No. ________, new development will generate substantial new pedestrian, vehicle, bicycle, and transit trips which will impact the area. The transition to a new type of district is tantamount to the development of new subdivisions, or the transition of a district type, in terms of the need for new infrastructure.

The Market and Octavia Area Plan proposes to mitigate these impacts by providing extensive pedestrian, transit, traffic-calming and other streetscape improvements that will encourage residents to make as many daily trips as possible on foot, by bicycle or on transit; by creating new open space, greening, and recreational facilities that will provide necessary public spaces; and by establishing a range of other services and programming that will meet the needs of community members. A *comprehensive program of new public infrastructure is necessary to lessen the impacts of the proposed new development and to provide the basic community improvements to the area's new community members. See Market and Octavia Community Improvements Program Document for a description of proposed Community Improvements.*

In order to enable the City and County of San Francisco to provide necessary public services to new residents; to maintain and improve the Market and Octavia Plan Area character; and to increase neighborhood livability and investment in the district, it is necessary to upgrade existing streets and streetscaping; acquire and develop neighborhood parks, recreation facilities and other community facilities to serve the new residents and workers.

While the open space requirements imposed on individual developments address minimum needs for private open space and access to light and air, such open space does not provide the necessary public social and recreational opportunities as attractive public facilities such as sidewalks, parks and other community facilities that are essential urban infrastructure, nor does it contribute to the overall transformation of the district into a safe and enjoyable transit-oriented neighborhood.

D. Needs Standards

The purpose of the proposed Market and Octavia Community Improvements Impact Fees is to provide specific public improvements, including community open spaces, pedestrian and streetscape improvements and other facilities and services. These improvements are described and prioritized in the Market and Octavia Area Plan and Neighborhood Plan and the accompanying ordinances, and are necessary to meet established City standards for the provision of such facilities. The Market and Octavia Community Improvements Fund and Community Improvements Impact Fee will create the necessary financial mechanism to fund these improvements in proportion to the need generated by new development.

National and international transportation studies (such as the Dutch Pedestrian Safety Research Review. T. Hummel. SWOV Institute for Road Safety Research (Holland). and University of North Carolina Highway Safety Research Center for the U.S. Department of Transportation. 1999 on file with the Clerk of the Board in File No. ________) have demonstrated that pedestrian, traffic-calming and streetscape improvements of the type proposed for the Market and Octavia Plan Area result in safer. more attractive pedestrian conditions. These types of improvements are essential to making pedestrian activity a viable choice. thereby helping to mitigate traffic impacts associated with excess automobile trips that could otherwise be generated by new development.

The proposed Market and Octavia Community Infrastructure Impact Fee is necessary to meet relevant state and national service standards. as well as local standards in the Goals and Objectives of the General Plan as described below.

i. *Open Space: The San Francisco General Plan contains the following objectives and policies that call for the provision of streetscape parks and community facilities improvements to serve San Francisco's residential population: Recreation and Open Space Element*

    1. *Objective 2 (Develop and maintain a diversified and balanced citywide system of high quality public open space.): Policy 2.1 (Provide an adequate total quantity and equitable distribution of public open spaces throughout the city.): Policy 2.7 (Acquire additional open space for public use.). Objective 4 (Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.). Policy 4.4 (Acquire and develop new public open space in existing residential neighborhoods. giving priority to areas which are most deficient in open space.). Policy 4.6 (Assure the provision of adequate public open space*

to serve new residential development.), and Urban Design Element Policy 4.8 (Provide convenient access to a variety of recreation opportunities.).

2. *The Recreation and Open Space Element of the General Plan cites the National Park and Recreation Association (NPRA) open space standard of 10 acres per 1,000 residents. Although the General Plan and NPRA acknowledge that this standard is unachievable in a built-out city with limited open space opportunities such as San Francisco, it notes that San Francisco does have an average of approximately 5.5 open space acres per resident, and states, "to the extent it reasonably can, the City should increase the per capita supply of public open space within the City." This standard is consistent with the latest NPRA standards for the provision of open space to serve residential uses. NPRA suggests that each city should develop its own standards.*
3. *Additionally, the General Plan Recreation and Open Space Element contains standards for the distribution of public open space. Areas within acceptable walking distance of open space include areas within ½ mile of a "Citywide" open space (1-1,000 acres), 3/8 mile of a "District" open space (> 10 acres), ¼ mile of a "Neighborhood" open space (1-10 acres), and 1/8 mile of a "Subneighborhood" open space (< 1 acre).*
4. *Projected new development will create a need for open space to serve the new residential population, pursuant to Recreation and Open Space Element Policy 4.6, which states, "Assure the provision of adequate public open space to serve new residential development."*

5. *The neighborhood open spaces to be funded through the Market and Octavia Community Infrastructure Impact Fee would alleviate a portion of the impacts associated with new development and meet the needs of the new population by raising the per capita amount of open space in the district, and by bringing parts of the district within ¼ mile of an open space as called for in the General Plan. Together with existing and other proposed parks, approximately 12 acres of open space would be available to serve the Market and Octavia Area's projected population of 36,525 residents, or .33 acres of open space per 1,000 residents. The Market and Octavia Community Improvements Fee will contribute only to the portion of new facilities that will benefit new residents.*

ii. *Streetscape Improvements: The proposed pedestrian and streetscape improvements would increase the amount of useable open space in the Market and Octavia Area, improve pedestrian safety, reduce automobile trips and therefore mitigate traffic impacts expected in the district. Policy 4.11 of the Urban Design Element states, "Make use of street space and other unused public areas for recreation," and continues: "Walking along neighborhood streets is the common form of recreation. The usefulness of streets for this purpose can in many cases be improved by widening of sidewalks and installation of simple improvements such as benches and landscaping. Such improvements can often be put in place without narrowing of traffic lanes by use of parking bays with widening of sidewalks at the intersections and at other points unsuitable for parking. Streets that have roadways wider than necessary, and streets that are not developed for traffic because of their steepness, provide exceptional* opportunities for recreation. These areas can be developed with playgrounds, sitting areas, viewpoints and landscaping that make them neighborhood assets and increase the opportunities for recreation close to the residents' homes."

1. Map 9 of the Recreation and Open Space Element identifies parts of the Market and Octavia Area as a place to "Improve Street Space for Recreation and Landscaping where Possible."
2. In the sections of the Plan Area that will be deficient in open space and where available land for new open space is scarce, excess street space that can be used for open space an important component of the open space system. A portion of the funds collected from the Market and Octavia Community Infrastructure Impact Fee would be used to improve sidewalks and alleyways for pedestrians, this space can be used for recreation and open space amenities, thereby helping to alleviate the open space need brought about by new development. A portion of the funds collected will also be used to acquire property for public parks and open space use.

iii. Community Facilities: The Community Facilities Element of the General Plan contains the following relevant provisions: Objective 3 (Assure that neighborhood residents have access to needed services and a focus for neighborhood activities.), Policy 3.1 (Provide neighborhood centers in areas lacking adequate community facilities.), Policy 3.3 (Develop centers to serve an identifiable neighborhood.), Policy 3.4 (Locate neighborhood centers so they are easily accessible and near the natural center of activity.), and Policy 3.5 (Develop neighborhood centers that are multipurpose in character, attractive in *design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.).*

iv. *The proposed improvements described in Table 1 are necessary to serve the new population at the anticipated densities and to meet established standards for local access to parks and community facilities described in the General Plan.*

v. *A portion of the funds from the Market and Octavia Community Infrastructure Impact Fee would pay for the development of new community facilities, which would provide space to be used for public community arts, education, and recreation facilities. National and international best practices identify the need to provide community facilities to serve residential areas, especially in areas rezoned for high-density housing without existing community infrastructure. Vancouver B.C. has established service standards for the provision of community facilities in high-density residential areas. The Planning Department has determined that the provision of 2.29 square feet of recreational facilities per resident is consistent with community needs. Funds from the Community Infrastructure Impact Fee would be used to directly fund a portion of a new community center, creating a public recreation, arts, and education facility accessible to all Market and Octavia residents.*

b. *Library Resources: New residents in Plan Area will generate a substantial new need for library services. The San Francisco Public Library does not anticipate adequate demand for a new branch library in the Market and Octavia Plan Area at this time. However, the increase in population in Plan Area will create additional demand at other libraries, primarily the Main Library and the Eureka Valley Branch Library. The Market and Octavia Community Infrastructure Impact Fee includes funding for library* *services equal to $69 per new resident, which is consistent with the service standards used by the San Francisco Public Library for allocating resources to neighborhood branch libraries.*

c. *Child Care Facilities: New households in the Plan Area will generate a need for additional childcare facilities. Childcare services are integral to the financial and social success of families. Nationwide, research and policies are strengthening the link between childcare and residential growth, many Bay Area counties are leading in efforts to finance new childcare through new development. San Mateo has conducted detailed research linking housing to childcare needs. Santa Clara County has developed exemplary projects that provide childcare facilities in proximity to transit stations, and Santa Cruz has levied a fee on residential development to fund childcare. Similarly many research efforts have illustrated that adequate childcare services are crucial in supporting a healthy local economy, see research conducted by Louise Stoney, Mildred Warner, PPIC, County of San Mateo, CA. MOCD's Project Connect Report identified childcare as an important community service in neighboring communities. Project connect did not survey the entire Market and Octavia Plan Area, it focused on low income communities, including Market and Octavia's neighbors in the Mission, Western Addition, and the Tenderloin. The Department of Children and Family Services projects new residents of Market and Octavia will generate demand for an additional 435 childcare spaces, of those 287 will be serviced through new child care development centers.*

E. *Programmed Improvements and Costs*

The proposed Market and Octavia Community Infrastructure Impact Fee would fund mitigations of the impacts of new development on:

- *Open Space: Acquisition and development of neighborhood parks, including McCoppin Square, Brady Block Park, and living alleyways, which will serve as a open space.*
- *Streets: Extensive streetscape improvements throughout the district, including sidewalk widening of Hayes and McCoppin Streets, and greening of key civic streets; streetscape art; streets that would result in pocket parks and linear greens;*
- *Transit: Transit facilities such as dedicated bus lanes, signal prioritization, and transit amenities such as improved signage and facilities. Major projects include BRT and an overhaul of Church Street north of Market Street.*
- *Community Facilities: planning, acquisition and development of a community facility available for public uses, including community arts, recreation and education facilities; and*
- *Community Services: Funding to provide library resources to the area's new residential population to established city standards, whether provided in the area or in existing San Francisco Public Library facilities. Funding to develop childcare facilities in the Plan Area to service new households at anticipated demand rates.*

Specific community improvements to mitigate the impact of new development in the Market and Octavia Plan Area were identified through an elaborate Community Planning Process, see the Market and Octavia Area Plan. The Planning Department developed cost estimates for all proposed improvements. These are described in Table 1. Cost projections in Table 1 are realistic estimates made by the Planning Department of the actual costs for improvements. More information on these cost estimates are on file at the Planning Department in Case File No. ___________ and on file with the Clerk of the Board in File No. _________. In many cases these projects require further design work, engineering, and environmental review, which may alter the nature of the improvements; the cost estimates are still reasonable approximates for the eventual cost of providing necessary community *improvements to respond to identified community needs. These cost projections will be updated at a minimum every fifth year after adoption.*

Table 1. Cost of proposed community improvements in the Market and Octavia Plan Area.

Projected Costs for Market and Octavia Community Improvements		
	Projected Costs	**Funding Needs**
Open Space		
"Living Street" Improvements for select Alleys	$32,760,000	$32,800,000
Street Tree Plantings for Key Streets	$21,050,000	$21,100,000
Brady Park - New Open Space SoMa West	$2,470,000	$2,500,000
McCoppin Plaza - New Open Space	$900,000	$900,000
McCoppin Plaza Extension - New Open Space	$1,220,000	$1,300,000
McCoppin Street Greening	$1,350,000	$1,400,000
Hayes Green - Recently Built	$1,500,000	$0
Under Freeway Park - Near Valencia Street	$3,340,000	$3,400,000
Hayes Green Rotating Art Project	$250,000	$300,000
Moving People and Goods		
Octavia Boulevard - Recently Built	$42,000,000	$0
Immediate Freeway Mitigation	$660,000	$700,000
Study Further Central Freeway Removal	$200,000	$200,000
Hayes Street Traffic Study	$200,000	$200,000
Improve Safety of City Parking Garages	$70,000	$100,000
Parking Supply Survey and Program Recommendation	$300,000	$300,000
Pedestrian Improvements for Priority Intersections	$14,810,000	$14,900,000
Extend Octavia ROW to Golden Gate Avenue	$1,630,000	$1,700,000
Church Street and Van Ness Avenue Muni Metro Entra	$2,140,000	$2,200,000
Widen Hayes Street Sidewalk	$2,330,000	$2,400,000
Dolores Street Median Extension	$180,000	$200,000
Re-establishment of Vacated Alleyways	$2,200,000	$2,200,000
Van Ness Bus Rapid Transit Project	$58,340,000	$58,400,000
Transit Preferential Street Improvements	$8,290,000	$8,300,000
Dedicated Transit Lanes	$4,990,000	$5,000,000
Church Street Improvements	$4,510,000	$4,600,000
Transit Pass Program, as parking mitigation	$4,920,000	$5,000,000
Bicycle Network Improvements	$170,000	$200,000
Muni Bike Racks	$40,000	$100,000
On-Street Bike Racks	$20,000	$100,000
Page St Bicycle Boulevard	$630,000	$700,000
Childcare Facilities		
Existing Needs (deficit)	$10,710,000	$10,800,000
Future Needs	$6,460,000	$6,500,000
Library Materials	$690,000	$700,000
Recreational Facilities	$11,310,000	$11,400,000
Duboce Streetcar Museum	$3,750,000	$3,800,000
Historic Resource Survey	$260,000	$0
Plan Area Monitoring	$200,000	$200,000
Capital Improvements Program Administration	$7,040,000	$7,100,000
Subtotal	**$253,750,000**	**$210,000,000**

Provision of affordable housing needs are addressed in Sections 313 and 315 of the Planning Code. Additionally subsidized affordable housing may be granted a waiver from the Market and Octavia Community Improvement Fee in some circumstances see section 362.3 (h(3)). This waiver can be leveraged as a local funding 'match' to federal and state affordable housing subsidies.

F. *Sharing the Burden*

As detailed above, new development in the Plan Area will clearly generate new infrastructure demands.

To fund such community infrastructure and amenities, new development in the district shall be assessed development impact fees proportionate to the increased demand for such infrastructure and amenities. The City will use the proceeds of the fee to build new infrastructure and enhance existing infrastructure, as described in preceding sections. A Community Improvements Impact Fee shall be established for VNMDR-SUD, and the NCT and RTO districts as set forth herein.

Many counties, cities and towns have one standardized impact fee schedule that covers the entire municipality. Although this type of impact fee structure works well for some types of infrastructure, such as affordable housing and basic transportation needs, it cannot account for the specific improvements needed in a neighborhood to accommodate specific growth. A localized impact fee gives currency to the community planning process and encourages a strong nexus between development and infrastructure improvements.

Development impact fees are an effective approach to achieve neighborhood mitigations and associate the costs with new residents, workers, and a new kind of development. The proposed Market and Octavia Community Improvements Impact Fee would be dedicated to infrastructure improvements in the Plan Area, directing benefits of the fund clearly to those who pay into the fund, by providing necessary infrastructure improvements, needed to serve new development. The net increases in *individual property values in these areas due to the enhanced neighborhood amenities financed with the proceeds of the fee are expected to exceed the payments of fees by project sponsors.*

While these fees will increase the overall burden on new development in the area, the burden is typically reflected in a reduced sale price for developable land, or passed on to the buyers/renters of housing in the area and thus is born primarily by those who have caused the impact and who will ultimately enjoy the benefits of the community improvements it pays for. The fee structure allows project sponsor's to finance fees through the creation of a Community Benefits (Mello Roos) District, when reasonable.

The fee rate has been calculated by the Planning Department based on accepted professional methods for the calculation of such fees, as used for the Rincon Hill and Visitation Valley fees (Section 318 and 319). See Market and Octavia Community Improvements Program Document for a full discussion of impact fee calculation. Cost estimates are based on an assessment of the potential cost to the city of providing the specific improvements described in the Market and Octavia Plan Area. The Planning Department assigned a weighted value to new construction based on projected population increases in relation to the total population.

The Ordinance imposes the following fee structure.

Projected Revenue of Market and Octavia Community Improvements Impact Fee

	Fee Rate
Residential	$10.00
Commercial	$4.00

Table 2. Market and Octavia Community Improvements Fee, Rates and Projected Revenue

The fee will contribute to capital improvements described in Table 1. Further explanations of capital improvements and a community prioritization schedule are available in the Market and Octavia

Community Improvements Program Document, filed with the Clerk of the Board in File number ____________. The fees would be used solely for community improvements and programming described in the community improvements program document and any subsequent amendments approved by the Planning Commission. The proposed fees only cover impacts caused by new development and are not intended to remedy existing deficiencies; those costs will be paid for by public, community, and other private sources.

The proposed fee would cover 95% of the estimated costs of the community improvements necessary to mitigate the impacts of new development. By charging developers less than the maximum amount of the justified impact fee, the City avoids any need to refund money to developers if the fees collected exceed costs.

The Market and Octavia planning effort will generate proportionate public, private, and community capital. Since 2000, when the Market and Octavia planning process was initiated, the area has seen upwards of $100 million in public investment, including the development of Octavia Boulevard, the new Central freeway ramp, Patricia's Green in Hayes Valley and related projects. Additionally private entities have invested in the area by improving private property and creating new commercial establishments. Community members have invested by creating a Community Benefits District in the adjacent Castro neighborhood, organizing design competitions, and lobbying for community programming such as a rotating arts program on Patricia's Green in Hayes Valley. Project sponsor contributions to the Market and Octavia Community Improvements Fund will help leverage additional public and community investment.

As a result of this new development, projected to occur over a 20 year period, property tax revenue is expected to increase by as much as $55.7 million annually when projected housing production is complete. Thirty-one point seven million dollars of this new revenue will be diverted directly to San Francisco (see the Market and Octavia Community Improvements Program Document *for a complete discussion of increased property tax revenue). These revenues will fund improvements and expansions to general city services, including police, fire, emergency, and other services needed to partially meet increased demand associated with new development. New development's local impact on community infrastructure will be greater in the Market and Octavia Plan Area, relative to those typically funded by city government through property tax revenues. Increased property taxes will contribute to continued maintenance and service delivery of new infrastructure and amenities. The relative cost of capital improvements, along with the reduced role of state and federal funding sources, increases the necessity for development impact fees to cover these costs. Residential and commercial impact fees are one of the many revenue sources necessary to mitigate the impacts of new development in the Market and Octavia Plan Area.*

SEC. 326.2. DEFINITIONS.

The following definitions shall govern this ordinance:

(a) *"Child-care facility" shall mean a child day-care facility as defined in California Health and Safety Code Section 1596.750.*

(b) *"Community facilities" shall mean all uses as defined under Section 209.4(a) of this Code.*

(c) *"Commercial use" shall mean any structure or portion thereof intended for occupancy by retail or office uses that qualify as an accessory use, as defined and regulated in Sections 204 through 204.5.*

(d) *"Commercial development project" shall mean any new construction, addition, extension, conversion or enlargement, or combination thereof, of an existing structure which includes any occupied floor area of commercial use; provided, however, that for projects that solely comprise an addition to an existing structure which would add occupied floor area in an amount less than 20 percent of the occupied floor area of the* *existing structure, the provisions of this Section shall only apply to the new occupied square footage.*

(e) *"DBI" shall mean the Department of Building Inspection.*

(f) *"DPW" shall mean the Department of Public Works.*

(g) *"First certificate of occupancy" shall mean either a temporary certificate of occupancy or a Certificate of Final Completion and Occupancy, as defined in San Francisco Building Code Section 109, whichever is issued first.*

(h) *"Infrastructure" shall mean street paving, crosswalks, signs, medians, bulbouts, sidewalks, trees, parks and open space, day care centers, libraries, and community facilities.*

(i) *"Infrastructure fee" shall mean a monetary contribution based upon the cost to provide infrastructure under this program.*

(j) *"MOH" shall mean the Mayor's Office of Housing.*

(k) *"Net addition of occupiable square feet of commercial use" shall mean occupied floor area, as defined in Section 102.10 of this Code, to be occupied by or primarily serving, non-residential use excluding common areas such as hallways, maintenance facilities and lobbies, less the occupied floor area in any structure demolished or rehabilitated as part of the proposed commercial development project which occupied floor area was used primarily and continuously for commercial use and was not accessory to any use other than residential use for at least five years prior to Planning Department approval of the residential development project subject to this Section, or for the life of the structure demolished or rehabilitated, whichever is shorter.*

(l) *"Net addition of occupiable square feet of residential use" shall mean occupied floor area, as defined in Section 102.10 of this Code, including bathrooms provided as part of* dwelling units, to be occupied by or primarily serving, residential use excluding common areas such as hallways, fitness centers and lobbies, less the occupied floor area in any structure demolished or rehabilitated as part of the proposed residential development project which occupied floor area was used primarily and continuously for residential use and was not accessory to any use other than residential use for at least five years prior to Planning Department approval of the residential development project subject to this Section, or for the life of the structure demolished or rehabilitated, whichever is shorter.

(m) "Program" shall mean the Market and Octavia Community Improvements as described in the Market and Octavia Community Improvements Program Document.

(n) "Program Area" shall mean the Market and Octavia Neighborhood Plan Area, which includes those districts zoned RTO, NCT, or any neighborhood specific NCT, a few parcels zoned RH-1 or RH-2, and those parcels within the Van Ness and Market Downtown Residential Special Use District (VMDRSUD).

(o) "Residential development project" shall mean any new construction, addition, extension, conversion or enlargement, or combination thereof, of an existing structure which includes any occupied floor area of residential use; provided, however, that for projects that solely comprise an addition to an existing structure which would add occupied floor area in an amount less than 20 percent of the occupied floor area of the existing structure, the provisions of this Section shall only apply to the new occupied square footage.

(p) "Residential use" shall mean any structure or portion thereof intended for occupancy by uses as defined in Section 890.88 of this Code and shall not include any use which qualifies as an accessory use, as defined and regulated in Sections 204 through 204.5.

(q) "Sponsor" shall mean an applicant seeking approval for construction of a residential development project subject to this Section and such applicant's successors and assigns.

(r) "Waiver Agreement" means an agreement acceptable in form and substance to the Planning Department and the City Attorney, under which the City agrees to waive all or a portion of the Community Improvements Impact Fee, conditioned upon the project sponsor's covenant to make a good faith effort to secure the formation of a Community Facilities (Mello-Roos) District, if such a district has not already been successfully formed, and to take all steps necessary to support the construction of a portion of the improvements described in Sections 326.6 (the "CFD Improvements") using the proceeds of one or more series of special tax bonds or moneys otherwise made available by such a district ("CFD Funds"). Such agreement shall include a specific description of the CFD Improvements and a specific date for the commencement of such improvements. Such agreement shall also provide that the project sponsor shall pay the full amount of the waived Community Improvements Impact Fee in the event that CFD Funds are not received in amounts necessary to commence construction of the CFD Improvements on the stated commencement date. The City also shall require the project sponsor to provide a letter of credit or other instrument to secure the City's right to receive payment as described in the preceding sentence.

SEC. 326.3. APPLICATION.

(a) Program Area. The Market and Octavia Community Improvements Neighborhood Program is hereby established and shall be implemented through district-specific community improvements funds which apply to the following areas:

Properties identified as part of the Market and Octavia Plan Area in Map 1 (Land Use Plan) of the Market and Octavia Area Plan of the San Francisco General Plan.

(b) The sponsor shall pay to the Treasurer Market and Octavia Community Improvements Impact Fees of the following amounts for each net addition of occupiable square feet which results in an additional residential unit or any increased commercial capacity that is beyond 10 percent of the non-residential capacity at the time that this ordinance is adopted.

(i) Prior to the issuance by DBI of the first site or building permit for a residential development project, or residential component of a mixed use project within the Program Area, a $10.00 Community Improvement Impact Fee in the Market and Octavia Plan Area, as described in (a)(i) above, for the Market and Octavia Community Improvements Fund.

(ii) Prior to the issuance by DBI of the first site or building permit for a commercial development project, or commercial component of a mixed use project within the Program Area, a $4.00 Community Improvement Impact Fee in the Market and Octavia Plan Area, as described in (a)(i) above, for the Market and Octavia Community Improvements Fund. See Section 326.3(h)4 for relevant waivers and reductions.

(c) Upon request of the sponsor and upon payment of the Community Improvements Impact Fee in full to the Treasurer, the execution of a waiver or in-kind agreement, the Treasurer shall issue a certification that the obligations of this section of the Planning Code have been met. The sponsor shall present such certification to the Planning Department and DBI prior to the issuance by DBI of the first site or building permit for the development project. DBI shall not issue the site or building permit without the Treasurer's certification. Any failure of the Treasurer, DBI, or the Planning Department to give any notice under this Section shall not relieve a sponsor from compliance with this Section. Where DBI inadvertently issues a site or building permit without payment of the fee, DBI shall not issue any certificate of occupancy for the project without notification from the Treasurer that the fees required by this Section have been paid. The procedure set forth in this Subsection is not intended to preclude

enforcement of the provisions of this Section under any other section of this Code, or other authority under the laws of the State of California.

(d) The Planning Commission or Board of Supervisors may adjust the amount of the development impact fees set forth in the annual fee adjustments on an annual or triennial basis. Unless and until an adjustment has been made, the schedule set forth in this ordinance shall be deemed to be the current and appropriate schedule of development impact fees. The Market and Octavia Community Improvements Impact Fee adjustments could be based on the following factors: (a) the percentage increase or decrease in the cost to acquire real property for public park and open space use in the area and (b) the percentage increase or decrease in the construction cost of providing these and other improvements listed in § 326.1(E)(a), or (c) to account for alterations to the list of planned community improvements listed in § 326.1(E)(a) as approved by the Planning Commission. Fluctuations in the construction market can be gauged by indexes such as the Engineering News Record or a like index. Revision of the fee should be done in coordination with revision to other like fees, such as those detailed in Sections 247, 313, 314, 318, and 319 of the Planning Code.

(e) Option for In-Kind Provision of Community Improvements. The Planning Commission may reduce the Community Improvements Impact Fee described in (b) above for specific development proposals in cases where a project sponsor has entered into an agreement with the City to provide in-kind improvements in the form of streetscaping, sidewalk widening, neighborhood open space, community center, and other improvements that result in new public infrastructure and facilities described in Section 326.1(E)(a) or similar substitutes. For the purposes of calculating the total value of in-kind community improvements, the project sponsor shall provide the Planning Department with a cost estimate for the proposed in-kind community improvements from two independent contractors. Based on these estimates, the Director of Planning shall determine their appropriate value and the Planning Commission may reduce the Community Improvements Impact Fee assessed to that project

proportionally. Approved in-kind provisions should generally respond to priorities of the community, or fall within the guidelines of approved procedures for prioritizing projects in the Market and Octavia Community Improvements Program.

(f) Option for Provision of Community Improvements via a Community Facilities (Mello-Roos) District. The Planning Commission may waive the Community Improvements Impact Fee described in 326.3(b) above, either in whole or in part, for specific development proposals in cases where one or more project sponsors have entered into a Waiver Agreement with the City. Such waiver shall not exceed the value of the improvements to be provided under the Waiver Agreement. In consideration of a Mello-Roos waiver agreement, the Planning Commission shall consider whether provision of Community Improvements through a Community Facilities (Mello-Roos) District will restrict funds in ways that will limit the City's ability to provide community amenities according to the established community priorities detailed in the Market and Octavia Area Plan, or to further amendments.

(g) Applicants who provide community improvements through a Community Facilities (Mello Roos) District or an in-kind development will be responsible for all additional city staff and administration costs including, Planning Department staff, City Attorney time, and other costs necessary to administer the alternative to the direct payment of a fee. These costs shall be paid in addition to the community improvements obligation. The Planning Department may designate a base fee for the establishment of a Mello Roos district, that project sponsors would be obliged to pay before the district is established. The base fee should cover basic costs associated with establishing a district but may not account for all expenses, a minimum estimate of the base fee will be published annually by the Planning Department.

(h) Waiver or Reduction:

(1) A project applicant of any project subject to the requirements in this Section may appeal to the Planning Commission for a reduction, adjustment, or waiver of the requirements based upon the absence of any reasonable relationship or nexus between the impact of development and the amount of the fee charged or for the reasons set forth in subsection (3) below, a project applicant may request a waiver from the Planning Commission.

(2) A project applicant subject to the requirements of this Section who has received an approved building permit, conditional use permit or similar discretionary approval and who submits a new or revised building permit, conditional use permit or similar discretionary approval for the same property may appeal for a reduction, adjustment or waiver of the requirements with respect to the square footage of construction previously approved.

(3) The Planning Commission shall give special consideration to offering reductions or waivers to housing projects on the grounds of affordability in cases in which the State of California, the Federal Government, the Mayor's Office of Housing, the San Francisco Redevelopment Agency, or other public subsides target new housing for populations at or below 50% of the Area Median Income. This waiver clause intends to provide a local 'match' for these deeply subsidized units and should be considered as such by relevant agencies. Specifically these units may be rental or ownership opportunities but they must be subsidized in a manner, which maintains their affordability for a term no less than 55 years. Project sponsors must demonstrate to the Planning Commission that a governmental agency will be enforcing the term of affordability and reviewing performance and service plans as necessary., usually this takes the form of a deed restriction. Staff should recommend the exact fee reduction to the Planning Commission based on the 'match' necessary to make deeply affordable housing work in the Plan Area. Ideally some contribution

will be made to the Market and Octavia Community Improvement Program, as these units will place an equal demand on community improvements. The Planning Commission may grant a waiver on the condition of a project sponsor securing future funding that will fulfill the requirements of this clause, in the instance that this will expedite planning approval or facilitate the sponsors ability to serve a specific population.

(4) The city shall make every effort not to assess duplicative fees on new development. This section discusses the method to determine the appropriate reduction amount for known possible conflicts. Should future fees pose a duplicative charge, such as a citywide open space or childcare fee, the same methodology shall apply. Additionally the City should work to ensure that fees levied on development in the Plan Area through other fee programs should be targeted towards improvements identified through the Market and Octavia Plan, especially fees that allow project sponsor's to obtain a waiver from the Market and Octavia Community Improvement's Fund.

(a) In general project sponsors are only eligible for fee waivers under this clause if a contribution to another fee program would result in a duplication of charges for a particular type of community infrastructure. Therefore applicants may only receive a waiver for the portion of the Market and Octavia Community Improvements Fund that addresses that infrastructure type. Refer to Table 3 for fee composition by infrastructure type. This calculation should be updated with major changes to the related community improvements programming.

Table 3. Breakdown of Market and Octavia Community Improvements Fee by Infrastructure Type.

Components of Proposed Impact Fee		
	Residential	*Commercial*
Open Space	*33%*	*51%*
Vehicle	*15%*	*13%*
Pedestrian	*6%*	*7%*
Transportation	*16%*	*14%*
Bicycle	*0%*	*0%*
Childcare	*10%*	*0%*
Library Materials	*1%*	*0%*
Recreational Facilities	*10%*	*0%*
Future Studies	*0%*	*0%*
Program Administration	*9%*	*15%*
Total	*100%*	*100%*

(b) Applicants that are subject to the downtown parks fee. Section 139 can reduce their contribution to the Market and Octavia Community Improvements Fund by one dollar for every dollar that they contribute to the downtown parks fund. the total fee waiver or reduction granted through this clause shall not exceed 59 percent of calculated contribution.

(5) Any appeal shall be made in writing and filed with the Clerk of the Board no later than 15 days after the date the sponsor is required to pay to the Treasurer the fee as required in Section 326.3(b). The appeal shall set forth in detail the factual and legal basis for the claim of waiver. reduction. or adjustment. The Board of Supervisors shall consider the appeal at the hearing within 60

days after the filing of the appeal. The appellant shall bear the burden of presenting substantial evidence to support the appeal, including comparable technical information to support appellant's position. The decision of the Board shall be by a simple majority vote and shall be final. If a reduction, adjustment, or waiver is granted, any change of use or scope of the project shall invalidate the waiver, adjustment, or reduction of the fee. If the Board grants a reduction, adjustment or waiver, the Clerk of the Board shall promptly transmit the nature and extent of the reduction, adjustment or waiver to the Treasurer.

SEC. 326.4. LIEN PROCEEDINGS.

(a) A sponsor's failure to comply with the requirements of Sections 326.3, shall constitute cause for the City to record a lien against the development project in the sum of the fees required under this ordinance. The fee required by Section 326.3(b) of this ordinance is due and payable to the Treasurer prior to issuance of the first building or site permit for the development project unless a Waiver Agreement has been executed. If, for any reason, the fee remains unpaid following issuance of the permit and no Waiver Agreement has been executed, any amount due shall accrue interest at the rate of one and one-half percent per month, or fraction thereof, from the date of issuance of the permit until the date of final payment.

(b) If, for any reason, the fee imposed pursuant to this ordinance remains unpaid following issuance of the permit, the Treasurer shall initiate proceedings in accordance with Article XX of Chapter 10 of the San Francisco Administrative Code to make the entire unpaid balance of the fee, including interest, a lien against all parcels used for the housing development project and shall send all notices required by that Article to the owner of the property as well as the sponsor. The Treasurer shall also prepare a preliminary report notifying the sponsor of a hearing to confirm such report by the Board of Supervisors at least 10 days before the date of the hearing. The report to the sponsor shall contain the sponsor's name, a description of the sponsor's housing development project, a description

of the parcels of real property to be encumbered as set forth in the Assessor's Map Books for the current year, a description of the alleged violation of this ordinance, and shall fix a time, date, and place for hearing. The Treasurer shall cause this report to be mailed to the sponsor and each owner of record of the parcels of real property subject to lien. Except for the release of lien recording fees authorized by Administrative Code Section 10.237, all sums collected by the Tax Collector pursuant to this ordinance shall be held in trust by the Treasurer and deposited in the Market and Octavia Community Improvements Fund established in Section 326.6.

(c) Any notice required to be given to a sponsor or owner shall be sufficiently given or served upon the sponsor or owner for all purposes hereunder if personally served upon the sponsor or owner or if deposited, postage prepaid, in a post office letterbox addressed in the name of the sponsor or owner at the official address of the sponsor or owner maintained by the Tax Collector for the mailing of tax bills or, if no such address is available, to the sponsor at the address of the housing development project, and to the applicant for the site or building permit at the address on the permit application.

SEC. 326.5. COMMUNITY IMPROVEMENTS IMPACT FEE REFUND WHEN BUILDING PERMIT EXPIRES PRIOR TO COMPLETION OF WORK AND COMMENCEMENT OF OCCUPANCY.

In the event a building permit expires prior to completion of the work on and commencement of occupancy of a residential or commercial development project so that it will be necessary to obtain a new permit to carry out any development, the obligation to comply with this ordinance shall be cancelled, and any Community Improvements Impact Fee previously paid to the Treasurer shall be refunded. If and when the sponsor applies for a new permit, the procedures set forth in this ordinance regarding payment of the Community Improvements Impact Fee shall be followed.

A. *SEC. 326.6. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND.*

(a) There is hereby established a separate fund set aside for a special purpose entitled the Market and Octavia Community Improvements Fund ("Fund"). All monies collected by the Treasurer pursuant to Section 326.3(b) shall be deposited in a special fund maintained by the Controller. The receipts in the Fund are hereby appropriated in accordance with law to be used solely to fund community improvements subject to the conditions of this Section.

(b)

(1) All monies deposited in the Fund shall be used to design, engineer, acquire, and develop neighborhood open spaces, pedestrian and streetscape improvements, community facilities, childcare facilities, and other improvements that result in new publicly-accessible facilities within the Market and Octavia Plan Area or within 250 feet of the Plan Area. Funds may be used for childcare facilities that are not publicly owned or "publicly-accessible". Funds may be used for additional studies and fund administration as detailed in the Market and Octavia Community Improvements Program Document. These improvements shall be consistent with the Market and Octavia Civic Streets and Open Space System as described in Map 4 of the Market and Octavia Area Plan of the General Plan, and any Market and Octavia Improvements Plan that is approved by the Board of Supervisors in the future. Monies from the Fund may be used by the Planning Commission to commission economic analyses for the purpose of revising the fee pursuant to Section 326.3(d) above, to complete an updated nexus study to demonstrate the relationship between development and the need for public facilities if this is deemed necessary, or to commission landscape architectural or other planning, design and engineering services in support of the proposed public improvements, provided they do not exceed $100,000 in one fiscal year.

(2) No portion of the Fund may be used, by way of loan or otherwise, to pay any administrative, general overhead, or similar expense of any public entity, except for the purposes of

administering this fund. All interest earned on this account shall be credited to the Market and Octavia Community Improvements Fund.

(c) The Controller's Office shall file an annual report with the Board of Supervisors beginning 180 days after the last day of the fiscal year of the effective date of this ordinance, which shall include the following elements as detailed by AB 1600: (1) a description of the type of fee in each account or fund; (2) Amount of the fee; (3) Beginning and ending balance of the accounts or funds; (4) Amount of fees collected and interest earned; (5) Identification of each public improvement on which fees were expended and amount of each expenditure; (6) An identification of the approximate date by which the construction of public improvements will commence; (7) A description of any inter-fund transfer or loan and the public improvement on which the transferred funds will be expended; and (8) Amount of refunds made and any allocations of unexpended fees that are not refunded.

Every fifth fiscal year following the first deposit into the account the following account reporting shall be made by the Controller's office in coordination with the Planning Department: (1) Purpose to which the fee is to be put; (2) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged; (3) Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in this ordinance and subsequent reporting; and (4) Designate the approximate dates on which the funding referred to above (3) is expected to be deposited into the appropriate account or fund. The Controller's office is encouraged but not required to establish a tickler system to insure that proper and timely accounting and reporting is completed.

The reporting requirements detailed in this section refer to the current requirements under AB 1600; and are detailed here to insure that this fund fulfills all legal obligations as detailed by the State of California. Any amendments to AB1600 automatically apply to the reporting requirements of this ordinance and the ordinance should be amended accordingly.

The Fund shall be administered by the Planning Commission.

(d) A public hearing shall be held by both the Planning and Recreation and Parks Commissions to elicit public comment on proposals for the acquisition of property using monies in the Fund or through agreements for in-kind or Community Facilities (Mello-Roos) District improvements. as described above in Section 326.3(d) and (e). Notice of public hearings shall be published in an official newspaper at least 20 days prior to the date of the hearing. which notice shall set forth the time. place. and purpose of the hearing. The hearing may be continued to a later date by a majority vote of the members of both Commissions present at the hearing. At a joint public hearing. a quorum of the Planning and Recreation and Parks Commissions may vote to allocate the monies in the Fund for acquisition of property for park use and/or for development of property for park use. or to approve projects proposed in connection with an agreement for in-kind or Community Facilities (Mello-Roos) District Improvements.

(e) The Planning Commission shall work with other City agencies and commissions. specifically the Department of Recreation and Parks. Department of Public Works. and the Metropolitan Transportation Agency. to develop agreements related to the administration of the development of new public facilities within public rights-of-way or on any acquired property designed for park use, using such monies as have been allocated for that purpose at a hearing of the Planning Commission.

(f) The Director of Planning shall have the authority to prescribe rules and regulations governing the Fund. which are consistent with this ordinance.

SEC. 326.7. DIRECTOR OF PLANNING'S EVALUATION.

Within 18 months following the effective date of this ordinance. and every 12 months thereafter the Director of Planning shall report to the Planning Commission. the Board of Supervisors. and the Mayor on the status of compliance with this ordinance. and the efficacy of this ordinance in funding infrastructure in the Program Area. Every five years the Director of Planning shall report to the

Planning Commission, the Board of Supervisors, and the Mayor with a revised priority community improvement schedule for the following term.

SEC. 326.8. STUDY

(a) No later than July 1, 2011, and every five years thereafter, the Director of Planning shall complete a study to determine the future demand for infrastructure to serve residential and commercial development projects in the Market and Octavia Plan Area and, based on the study, recommend to the Board of Supervisors changes in the requirements for community improvement impact fees in this ordinance if necessary to help meet that demand.

SEC. 341 BETTER NEIGHBORHOODS AREA PLAN MONITORING PROGRAM

Sections 341.1 to 341.4 set forth the requirements and procedures for the Market and Octavia Community Monitoring Program.

SEC. 341.1. FINDINGS.

(a) The Planning Commission has adopted the Market and Octavia Area Plan as part of the General Plan of the City and County of San Francisco. The Area Plan, in conjunction with the Market and Octavia Neighborhood Plan, outlines specific goals that cumulatively frame the community's vision for the management of growth and development in the plan area. The Market and Octavia Neighborhood Plan introduces innovative policies and land use controls to achieve the plan goals. Successful fruition of the plan's goals requires a coordinated implementation of land use controls, community and public service delivery, key policies, and community infrastructure improvements.

(b) In order to ensure a balanced implementation of the Market and Octavia Neighborhood Plan, the Planning Department will implement a formal monitoring program, with a focus on key indicators. The monitoring program is necessary to evaluate the effectiveness of the Plan and the impacts of growth, particularly housing supply, neighborhood character, and transportation infrastructure and service. The monitoring program will determine whether necessary infrastructure improvements have keep pace

with development in the Plan Area. If monitoring surveys indicate an imbalance in growth of neighborhood and relevant infrastructure and support, the Planning Department must recommend policy changes to balance development with infrastructure and services. Appropriate responses may include further study of specific conditions, temporary or permanent alterations to Market and Octavia Neighborhood Plan policies, amendments to the Planning Code, and the dedication of additional revenue for planned improvements.

(c) Monitoring reports are a standard tool used to ensure a plan's success. The Downtown Plan of 1985 implemented a model monitoring system, which includes both an annual and 5-year monitoring cycle. Annual monitoring efforts for the Market and Octavia Plan Area should be coordinated with these efforts, but include a focus on policies and indicators relevant to the Market and Octavia Neighborhood Plan. The Market and Octavia time series monitoring report should be published independently.

(d) The Market and Octavia Plan is a pilot planning effort, implementing modern planning strategies. Data on the successes will be a useful contribution to the field of planning and to other municipalities aiming to achieve transit-oriented communities.

(e) The Planning Department will execute a two-tiered monitoring program. The two tiers are: 1) An annual collection and reporting of data from selected sources that are gathered on a regular basis, and 2) every five years, a more extensive data collection effort that includes a evaluation of policy objectives specific to the Market and Octavia Area Plan and reporting of neighborhood trends. The annual monitoring will provide notice for trends that may develop, gauging progress towards long range goals. The time series report will provide in depth analysis of the Plan Area, including a discussion of qualitative trends.

SEC. 341.2. ANNUAL REPORTING.

The Planning Department shall prepare an annual report detailing the housing supply and *development, commercial activities, and transportation trends in the Market and Octavia Plan Area. The information shall be presented to the Board of Supervisors, Planning Commission, and Mayor, and shall address: (1) the extent of development in the Market and Octavia Plan Area; (2) the consequences of that development; (3) the effectiveness of the policies set forth in the Market and Octavia Area Plan in maintaining San Francisco's environment and character; and (4) recommendations for measures deemed appropriate to deal with the impacts of neighborhood growth.*

(a) Time Period and Due Date. Reporting shall be presented by July 1st of each year, and shall address the immediately preceding calendar year.

(b) Data Source. The Planning Department shall assemble a data for the purpose of providing the reports. City records shall be used wherever possible. Outside sources shall be used when data from such sources are reliable, readily available and necessary in order to supplement City records. When data is not available for the exact boundaries of the Plan Area, a similar geography will be used and noted.

(c) Categories of Information. The following categories of information shall be included:

Commercial Space and Employment.

(1) The amount of office space "Completed," "Approved," and "Under Construction" during the preceding year, both within the Plan Area and elsewhere in the City. This inventory shall include the location and square footage (gross and net) of those projects, as well as an estimate of the dates when the space "Approved" and "Under Construction" will become available for occupancy.

(2) Plan Area and Citywide Employment trends. An estimate of additional employment, by occupation type, in the Plan Area and citywide.

(3) Retail Space and Employment. An estimate of the net increment of retail space and of the additional retail employment relocation trends and patterns Plan Area and citywide.

(4) Business Formation and Relocation. An estimate of the rate of the establishment of new

businesses and business and employment relocation trends and patterns within the Plan Area and citywide.

Housing.

(5) Housing Units Certified for Occupancy. An estimate of the number of housing units in the Plan Area and throughout the City newly constructed, demolished, or converted to other uses.

(6) Affordable Housing Production. An estimate of the number of new affordable housing units in the Plan Area and throughout the City, including information on affordability and funding sources.

(7) Unit size. An estimate of the mix of unit sizes in the Plan Area and throughout the City including new construction, unit mergers and unit subdivisions.

(8) Unit Conversion. An estimate of average number by unit type in the Plan Area and throughout the City, including condo conversion, and eviction cases.

Transportation.

(9) Parking Inventory. An estimate of the net increment of off-street parking spaces in all Districts.

(10) Transit Service. An estimate of transit capacity for peak periods.

(11) Transit Impact Fee. A summary of the use of the transit impact development fee funds, identifying the number of vehicles, personnel and facilities acquired.

(d) Report. The analysis of the factors under Commercial Space, Housing and Transportation will compare Plan Area trends to existing conditions, citywide trends, and regional trends, when relevant. The comparisons will indicate the degree that the City is able to accommodate new development as projected within the Plan Area. Based on this data, the Department shall analyze the effectiveness of City policies governing Plan Area growth and shall recommend any additional measures deemed appropriate.

SEC. 341.3. TIME SERIES REPORT.

By July 15, 2008, and every fifth year thereafter on July 15th, the report submitted shall address the preceding five calendar years and, in addition to the data described above, shall include a cordon count of the following key indicators:

(a) Implementation of Proposed Programming. The area plan proposes the implementation of various programs including impact fees for development, parking and curb cuts, residential permit parking reform, shared parking programs, and historic preservation survey. Implementation of said programs shall report the following:

- *(1) Fees. Monitor expenditure of all implemented fees. Report on studies and implementation strategies for additional fees and programming.*
- *(2) Parking Programs. Report on implementation strategies, including cooperation with relevant agencies, and success of program as implemented.*
- *(3) Historic Preservation Surveys. Report findings of survey. Detail further proceedings with regards to findings of survey work.*

(b) Community Improvements. The Area Plan outlines major community improvements in the areas of open space, transportation, pedestrian realm, and community services. Implementation of improvements will be documented.

(c) Planning Code Performance. Better Neighborhoods plans aim to clarify development proceedings, thus reducing the number of variances, articulating conditional use processes, and facilitating the development process. The permit process in the Plan Area and Citywide will be evaluated.

SEC. 341.4. INFORMATION TO BE FURNISHED.

It shall be the duty of the heads of all departments, offices, commissions, bureaus and divisions of the City and County of San Francisco, upon request by the Planning Department, to furnish such *information as they may have or be able to obtain relating to the matters to be included in the reports required herein.*

FILE NO. ORDINANCE NO.

[Planning Code Amendments to implement the Market and Octavia Area Plan.]

Ordinance amending the San Francisco Planning Code to implement the Market and Octavia Area Plan of the General Plan by amending Section 102.5 (District); Section 121.1 (Development on Large Lots, Residential Districts); Section 121.2 (Use Size Limits (Non-Residential), Neighborhood Commercial Districts); Section 124 (Basic Floor Area Ratio); Section 132 (Front Setback); Section 134 (Rear Yards); Section 135 (Usable Open Space For Dwelling Units and Group Housing); Section 144 (Treatment of Ground Story On Street Frontages); Section 145.1 (Street Frontages, Neighborhood Commercial Districts); Section 145.4 (Street Frontages Downtown and Mixed-Use Districts); Section 151.1 (Schedule of Required Off-Street Parking Spaces); Section 152. (Schedule of Required Off-Street Freight Loading Spaces in Districts Other Than C-3 or South of Market); Section 153 (Rules for Calculation of Required Spaces); Section 154 (Minimum dimensions for required off-street parking, freight loading and service vehicle spaces); Section 155 (General Standards as to Location and Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities); Section 156 (Parking Lots); Section 166 (Requirements for Provision of Car-Share Parking Spaces); Section 167 (Parking Costs Separated from Housing Costs in New Residential Buildings); Section 201 (Classes of Use Districts); Section 207.4 (Density of Dwelling Units in Neighborhood Commercial Districts); Section 208 (Density Limitations for Group Housing); Section 209.1-209.9 (Uses Permitted in RTO Districts); Section 234.2 (Requiring CU Authorization for specified uses in P Districts within the Market and

Planning Commission Resolution No. __________, and incorporates said findings by this reference thereto.

(c) In accordance with the actions contemplated herein, this Board adopted Resolution No. __________, concerning findings pursuant to the California Environmental Quality Act (California Public Resources Code sections 21000 et seq.). A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. __________ and is incorporated by reference herein.

Section 2. The San Francisco Planning Code is hereby amended by amending Sections 102.5, 121.1, 121.2, 124, 132, 134, 135, 144, 145.1, 145.4, 151.1, 152, 153, 154, 155, 156, 166, 167, 201, 207.4, 208, 209.1-209.9, 234.2, 253, 270, 303, 304, 311, 316, 603, 606 702.1, and 720.1 to read as follows:

SEC. 102.5. DISTRICT.

A portion of the territory of the City, as shown on the Zoning Map, within which certain regulations and requirements or various combinations thereof apply under the provisions of this Code. The term "district" shall include any use, special use, height and bulk, or special sign district. The term "R District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, *RTO,* RC-1, RC-2, RC-3, RC-4 or RED District. The term "C District" shall mean any C-1, C-2, C-3, or C-M District. The term "M District" shall mean any M-1 or M-2 District. The term "RH District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, or RH-3 District. The term "RM District" shall mean any RM-1, RM-2, RM-3, or RM-4 District. The term "RC District" shall mean any RC-1, RC-2, RC-3, or RC-4 District. The term "C-3 District" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S District. For the purposes of Section 128 and Article 11 of this Code, the term "C-3 District" shall also include the Extended Preservation District designated on Section Map 3SU of the Zoning Map. The term "NC District" shall mean any

NC-1, NC-2, NC-3, *NCT-3,* NC-S, and any Neighborhood Commercial District *and Neighborhood Commercial Transit District* identified by street or area name in Section 702.1. *The term "NCT" shall mean any district listed in Section 702.1(b), including any NCT-3 and any Neighborhood Commercial Transit District identified by street or area name.* The term "Mixed Use District" shall mean any Chinatown CB, Chinatown VR, Chinatown R/NC, or South of Market RSD, SPD, SLR, SLI or SSO District named in Section 802.1. The term "South of Market Districts" shall refer to all RED, RSD, SPD, SLR, SLI or SSO Districts contained entirely within the area designated as the South of Market Base District shown on Sectional Map 3SU of the Zoning Map.

SEC. 121.1. DEVELOPMENT OF LARGE LOTS, NEIGHBORHOOD COMMERCIAL DISTRICTS.

In order to promote, protect, and maintain a scale of development which is appropriate to each district and compatible with adjacent buildings, new construction or significant enlargement of existing buildings on lots of the same size or larger than the square footage stated in the table below shall be permitted only as conditional uses subject to the provisions set forth in Sections 316 through 316.8 of this Code.

District	Lot Size Limits
NC-1,	5,000 sq. ft.
Broadway,	
Castro Street,	
Inner Clement Street,	
Inner Sunset,	
Outer Clement Street,	
Upper Fillmore Street,	

Haight Street,	
North Beach,	
Sacramento Street,	
Union Street,	
24th Street-Mission,	
24th Street-Noe Valley,	
West Portal Avenue	
NC-2,	10,000 sq. ft.
NC-3, *NCT-3*	
Hayes-Gough,	
Upper Market Street,	
Polk Street,	
Valencia Street	
NC-S	Not Applicable

In addition to the criteria of Section 303(c) of this Code, the City Planning Commission shall consider the extent to which the following criteria are met:

(1) The mass and facade of the proposed structure are compatible with the existing scale of the district.

(2) The facade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

SEC. 121.2. USE SIZE LIMITS (NON-RESIDENTIAL), NEIGHBORHOOD COMMERCIAL DISTRICTS.

(a) In order to protect and maintain a scale of development appropriate to each district, nonresidential uses of the same size or larger than the square footage stated in the table below may be permitted only as conditional uses subject to the provisions set forth in Sections 316 through 316.8 of this Code. The use area shall be measured as the gross floor area for each individual nonresidential use.

District	Lot Size Limits
North Beach	2,000 sq. ft.
Castro Street	
Inner Clement Street	2,500 sq. ft.
Inner Sunset	
Outer Clement Street	
Upper Fillmore Street	
Haight Street	
Sacramento Street	
Union Street	
24th Street-Mission	
24th Street-Noe Valley	
West Portal Avenue	
NC-1	3,000 sq. ft.
Broadway	
Hayes-Gough	
Upper Market Street	
Polk Street	
Valencia Street	
NC-2	4,000 sq. ft.
NC-3, *NCT-3*	6,000 sq. ft.
NC-S	

In addition to the criteria of Section 303(c) of this Code, the Commission shall consider the extent to which the following criteria are met:

(1) The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-serving uses in the area.

(2) The proposed use will se the neighbor-hood, in whole or in significant part, and the nature of the use requires a larger size in order to function.

(3) The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district.

(b) In order to protect and maintain a scale of development appropriate to each district, nonresidential uses which exceed the square footage stated in the table below shall not be permitted, except that in the North Beach Neighborhood Commercial District this Subsection 121.2(b) shall not apply to a Movie Theater use as defined in Section 790.64 or Other Entertainment use as defined in Section 790.38 in a building existing prior to November 1, 1999, that was originally constructed as a multi-story, single-tenant commercial occupancy. The use area shall be measured as the gross floor area for each individual nonresidential use.

District	Lot Size Limits
West Portal Avenue	4,000 sq. ft.
North Beach	
Castro Street	

SEC. 124. BASIC FLOOR AREA RATIO.

(a) Except as provided in Subsections (b), (c) and (e) of this Section, the basic floor area ratio limits specified in the following table shall apply to each building or development in the districts indicated.

District	Basic Floor Area Ratio Limit
RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2*, RTO*	1.8 to 1
RM-3	3.6 to 1
RM-4	4.8 to 1
RC-1, RC-2	1.8 to 1
RC-3	3.6 to 1
RC-4	4.8 to 1
RED	1.0 to 1
RSD, SPD	1.8 to 1
NC-1	1.8 to 1
NC-S	
Inner Clement	
Inner Sunset	
Outer Clement	
Haight	
North Beach	
Sacramento	
24th Street--Noe Valley	
West Portal	
NC-2	2.5 to 1
Broadway	
Upper Fillmore	

Polk	
Valencia	
24th Street-Mission	
Castro	3.0 to 1
Hayes-Gough	
Upper Market	
Union	
NC-3, *NCT-3*	3.6 to 1
Chinatown R/NC	1.0 to 1
Chinatown VR	2.0 to 1
Chinatown CB	2.8 to 1
C-1, C-2	3.6 to 1
C-2-C	4.8 to 1
C-3-C	6.0 to 1
C-3-O	9.0 to 1
C-3-R	6.0 to 1
C-3-G	6.0 to 1
C-3-S	5.0 to 1
C-3-O (SD)	6.0 to 1
C-3-S (SU)	7.5 to 1
C-M	9.0 to 1
M-1, M-2	5.0 to 1
SLR, SLI	2.5 to 1
SSO and in a 40 or 50 foot height district	3.0 to 1
SSO and in a 65 or 80 foot height district	4.0 to 1
SSO and in a 130 foot height district	4.5 to 1

(b) In R, NC, and Mixed Use Districts, the above floor area ratio limits shall not apply to dwellings or to other residential uses. In NC Districts, the above floor area ratio limits shall also not apply to nonaccessory off-street parking. In Chinatown Mixed Use Districts, the above floor area ratio limits shall not apply to institutions, and mezzanine commercial space shall not be calculated as part of the floor area ratio.

(c) In a C-2 District the basic floor area ratio limit shall be 4.8 to 1 for a lot which is nearer to an RM-4 or RC-4 District than to any other R District, and 10.0 to 1 for a lot which is nearer to a C-3 District than to any R District. The distance to the nearest R District or C-3 District shall be measured from the midpoint of the front line, or from a point directly across the street therefrom, whichever gives the greatest ratio.

(d) In the Van Ness Special Use District, as described in Section 243 of this Code, the basic floor area ratio limit shall be 7.0 to 1 where the height limit is 130 feet and 4.5 to 1 where the height limit is 80 feet.

(e) In the Waterfront Special Use Districts, as described in Sections 240 through 240.3 of this Code, the basic floor area ratio limit in any C District shall be 5.0 to 1.

(f) For buildings in C-3-G and C-3-S Districts other than those designated as Significant or Contributory pursuant to Article 11 of this Code, additional square footage above that permitted by the base floor area ratio limits set forth above may be approved for construction of dwellings on the site of the building affordable for 20 years to households whose incomes are within 150 percent of the median income as defined herein, in accordance with the conditional use procedures and criteria as provided in Section 303 of this Code.

(1) Any dwelling approved for construction under this provision shall be deemed a "designated unit" as defined below. Prior to the issuance by the

Director of the Department of Building Inspection ("Director of Building Inspection") of a site or building permit to construct any designated unit subject to this Section, the permit applicant shall notify the Director of Planning and the Director of Property in writing whether the unit will be an owned or rental unit as defined in Section 313(a) of this Code.

(2) Within 60 days after the issuance by the Director of Building Inspection of a site or building permit for construction of any unit intended to be an owned unit, the Director of Planning shall notify the City Engineer in writing identifying the intended owned unit, and the Director of Property shall appraise the fair market value of such unit as of the date of the appraisal, applying accepted valuation methods, and deliver a written appraisal of the unit to the Director of Planning and the permit applicant. The permit applicant shall supply all information to the Director of Property necessary to appraise the unit, including all plans and specifications.

(3) Each designated unit shall be subject to the provisions of Section 313(i) of this Code. For purposes of this Subsection and the application of Section 313(i) of this Code to designated units constructed pursuant to this Subsection, the definitions set forth in Section 313(a) shall apply, with the exception of the following definitions, which shall supersede the definitions of the terms set forth in Section 313(a):

(A) "Base price" shall mean 3.25 times the median income for a family of four persons for the County of San Francisco as set forth in California Administrative Code Section 6932 on the date on which a housing unit is sold.

(B) "Base rent" shall mean .45 times the median income for the County of San Francisco as set forth in California Administrative Code Section 6932 for a family of a size equivalent to the number of persons residing in a household renting a designated unit.

(C) "Designated unit" shall mean a housing unit identified and reported to the Director by the sponsor of an office development project subject to this Subsection as a unit that shall be affordable to households of low or moderate income for 20 years.

(D) "Household of low or moderate income" shall mean a household composed of one or more persons with a combined annual net income for all adult members which does not exceed 150 percent of the qualifying limit for a median income family of a size equivalent to the number of persons residing in such household, as set forth for the County of San Francisco in California Administrative Code Section 6932.

(E) "Sponsor" shall mean an applicant seeking approval for construction of a project subject to this Subsection and such applicants' successors and assigns.

(g) The allowable gross floor area on a lot which is the site of an unlawfully demolished building that is governed by the provisions of Article 11 shall be the gross floor area of the demolished building for the period of time set forth in, and in accordance with the provisions of, Section 1114 of this Code, but not to exceed the basic floor area permitted by this Section.

(h) In calculating the permitted floor area of a new structure in a C-3 District, the lot on which an existing structure is located may not be included unless the existing structure and the new structure are made part of a single development complex, the existing structure is or is made architecturally compatible with the new structure, and, if the existing structure is in a Conservation District, the existing structure meets or is made to meet the standards of Section 1109(c), and the existing structure meets or is reinforced to meet the standards for seismic loads and forces of the 1975 Building Code. Determinations under this Paragraph shall be made in accordance with the provisions of Section 309.

(i) In calculating allowable gross floor area on a preservation lot from which any TDRs have been transferred pursuant to Section 128, the amount allowed herein shall be decreased by the amount of gross floor area transferred.

(j) Within any RSD, SPD, SLR, SLI or SSO District, live/work units constructed above the floor area ratio limit pursuant to Section 102.9(b)(19) of this Code shall be subject to the following conditions and standards:

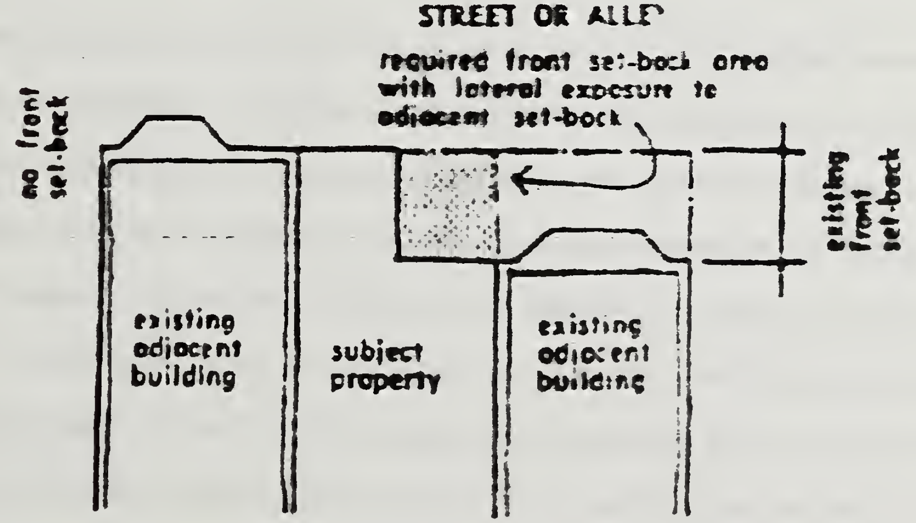
(1) Considering all dwelling units and all live/work units on the lot, existing and to be constructed, there shall be no more than one live/work unit and/or dwelling unit per 200 square feet of lot area, except that, for projects in the RSD District which will exceed 40 feet in height, and therefore are required to obtain conditional use approval, the allowable density for dwelling units and live/work units shall be established as part of the conditional use determination; and

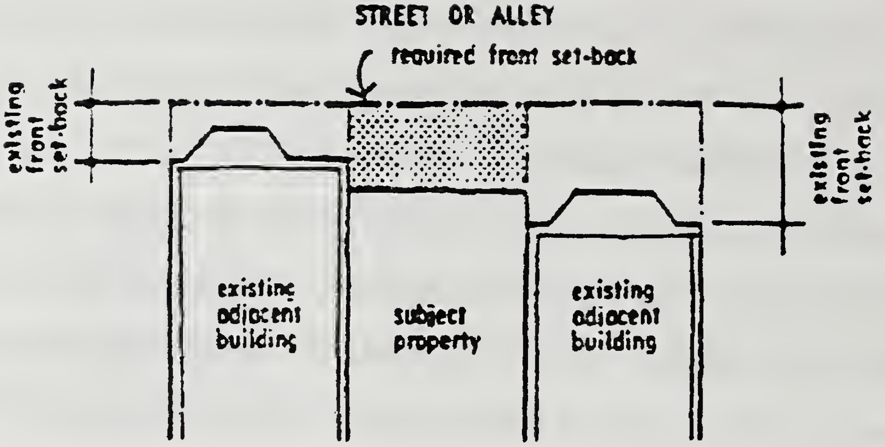
(2) The parking requirement for live/work units subject to this subsection shall be equal to that required for dwelling units within the subject district.

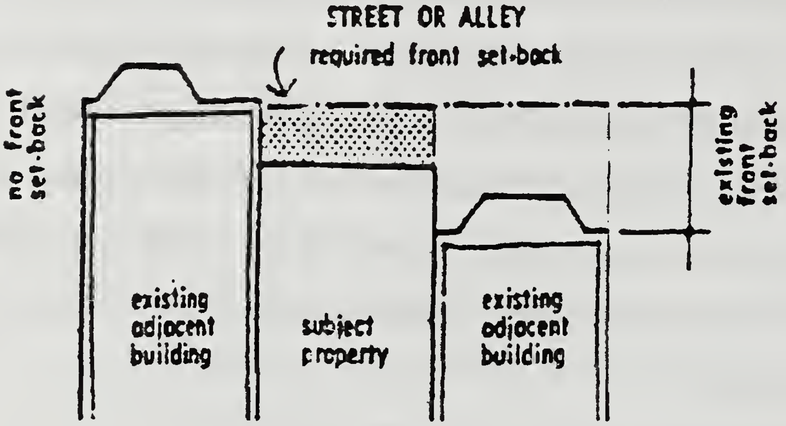
SEC. 132. FRONT SETBACK AREAS, RH AND RM DISTRICTS.

The following requirements for minimum front setback areas shall apply to every building in all RH*, RTO,* and RM Districts, in order to relate the setbacks provided to the existing front setbacks of adjacent buildings.

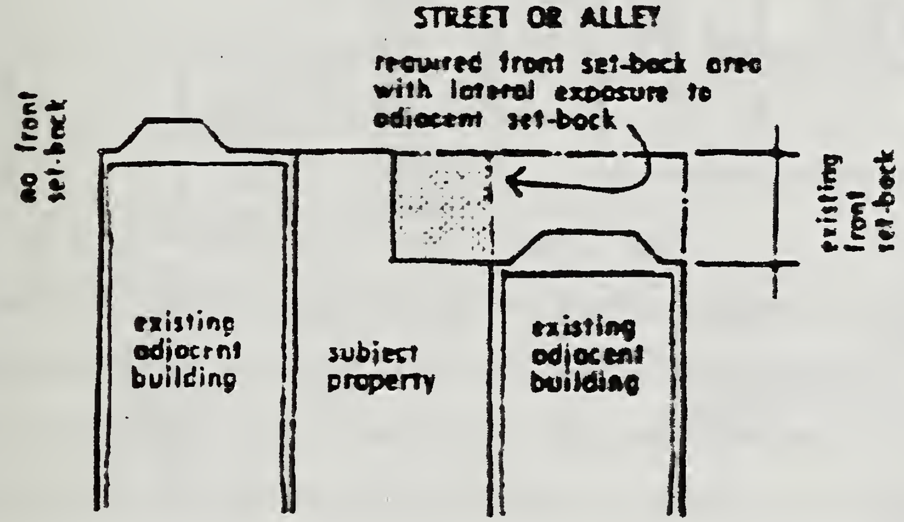
(a) Basic Requirement. Where one or both of the buildings adjacent to the subject property have front setbacks along a street or alley, any building or addition constructed, reconstructed or relocated on the subject property shall be set back to the average of the two adjacent front setbacks. If only one of the adjacent buildings has a front setback, or if there is only one adjacent building, then the required setback for the subject property shall be equal to one-half the front setback of such adjacent building. In any case in which the lot constituting the subject property is separated from the lot containing the nearest building by an undeveloped lot or lots for a distance of 50 feet or less parallel to the street or alley, such nearest building shall be deemed to be an "adjacent building," but a building on a lot so separated for a greater distance shall not be deemed to be an "adjacent building."

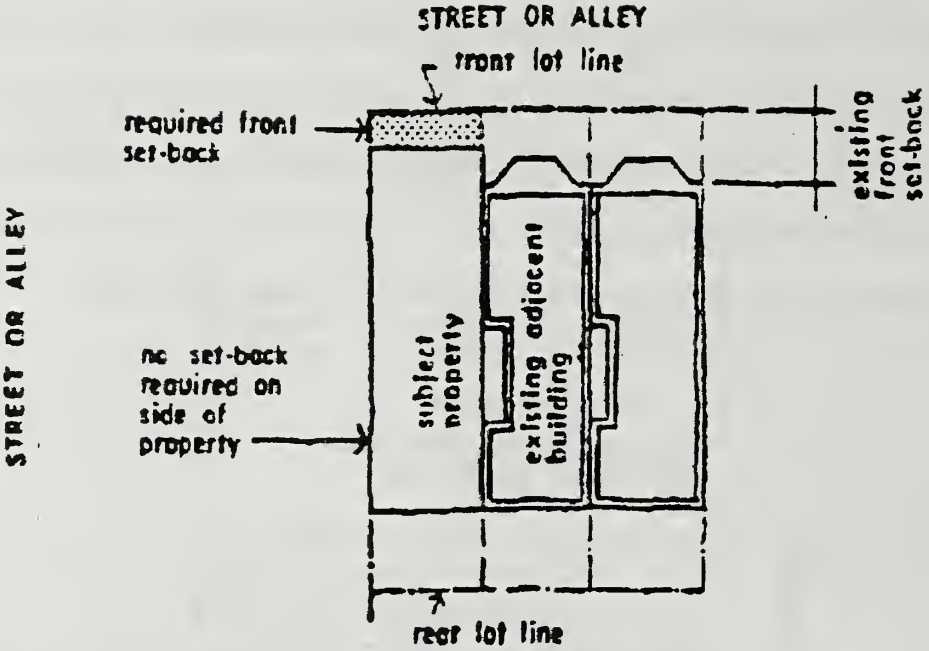

STREET OR ALLEY
required front set-back area with lateral exposure to adjacent set-back
no front set-back
existing front set-back
existing adjacent building
subject property
existing adjacent building


STREET OR ALLEY
required front set-back
existing front set-back
existing adjacent building
subject property
existing adjacent building
existing front set-back


STREET OR ALLEY
required front set-back
no front set-back
existing adjacent building
subject property
existing adjacent building
existing front set-back

(b) Alternative Method of Averaging. If, under the rules stated in Subsection (a) above, an averaging is required between two adjacent front setbacks, or between one adjacent setback and another adjacent building with no setback, the required setback on the subject property may alternatively be averaged in an irregular manner within the depth between the setbacks of the two adjacent buildings, provided that the area of the resulting setback shall be at least equal to the product of the width of the subject property along the street or alley times the setback depth required by Subsections (a) and (c) of this Section; and provided further, that all portions of the resulting setback area on the subject property shall be directly exposed laterally to the setback area of the adjacent building having the greater setback. In any case in which this alternative method of averaging has been used for the subject property, the extent of the front setback on the subject property for purposes of Subsection (c) below relating to subsequent development on an adjacent site shall be considered to be as required by Subsection (a) above, in the form of a single line parallel to the street or alley.


STREET OR ALLEY
required front set-back area with lateral exposure to adjacent set-back
no front set-back
existing front set-back
existing adjacent building
subject property
existing adjacent building


STREET OR ALLEY
front lot line
required front set-back
existing front set-back
STREET OR ALLEY
no set-back required on side of property
subject property
existing adjacent building
rear lot line

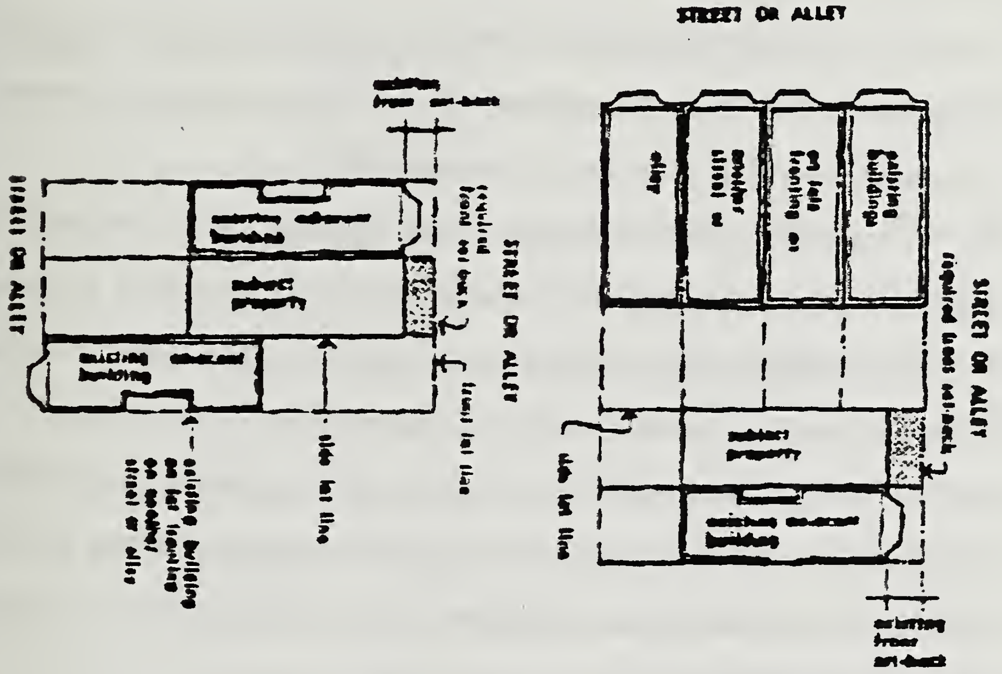
(c) Method of Measurement. The extent of the front setback of each adjacent building shall be taken as the horizontal distance from the property line along the street or alley to the building wall closest to such property line, excluding all projections from such wall, all decks and garage structures and extensions, and all other obstructions.

(d) Applicability to Special Lot Situations.

(1) Corner Lots and Lots at Alley Intersections. On a corner lot as defined by this Code, or a lot at the intersection of a street and an alley or two alleys, a front setback area shall be required only along the street or alley elected by the owner as the front of the property. Along such street or alley, the required setback for the subject lot shall be equal to 1/2 the front setback of the adjacent building.

(2) Lots Abutting Properties That Front on Another Street or Alley. In the case of any lot that abuts along its side lot line upon a lot that fronts on

another street or alley, the lot on which it so abuts shall be disregarded, and the required setback for the subject lot shall be equal to the front setback of the adjacent building on its opposite side.


STREET OR ALLEY
existing front set-back
required front set-back
existing adjacent building
subject property
STREET OR ALLEY
STREET OR ALLEY
existing adjacent building
front lot line
side lot line
existing building on lot fronting on another street or alley
alley
another street or
on lots fronting on
existing buildings
required front set-back
subject property
existing adjacent building
side lot line
existing front set-back

(3) Lots Abutting RC, C, M and P Districts. In the case of any lot that abuts property in an RC, C, M or P District, any property in such district shall be disregarded, and the required setback for the subject lot shall be equal to the front setback of the adjacent building in the RH, *RTO*, or RM District.

(e) Maximum Requirements. The maximum required front setback in any of the cases described in this Section 132 shall be 15 feet from the property line along the street or alley, or 15 percent of the average depth of the lot from such street or alley, whichever results in the lesser requirement. The required setback for lots located within the Bernal Heights Special Use District is set forth in Section 242 of this Code.

(f) Permitted Obstructions. Only those obstructions specified in Section 136 of this Code shall be permitted in a required front setback area, and no other obstruction shall be constructed, placed or maintained within any such area. No motor vehicle, trailer, boat or other vehicle shall be parked or stored within any such area, except as specified in Section 136.

(g) Landscaping. All front setback areas required by this Section 132 shall be appropriately landscaped, and in every case not less than 20 percent of the required setback area shall be and remain unpaved and devoted to plant material, including the use of native/drought resistant plant material.

(h) Relationship to Legislated Setback Lines. In case of any conflict between the requirements of this Section 132 for front setback areas and a legislated setback line as described in Section 131 of this Code, the more restrictive requirements shall prevail.

SEC.134. REAR YARDS, R, NC, C, SPD, M, RSD, SLR, SLI AND SSO DISTRICTS.

The rear yard requirements established by this Section 134 shall apply to every building in an R, NC-1, NC-2 District or Individual Neighborhood Commercial District as noted in Subsection (a), except those buildings which contain only single room occupancy (SRO) or live/work units and except in the Bernal Heights Special Use District and Residential Character Districts to the extent these provisions are inconsistent with the requirements set forth in Section 242 of this Code. With the exception of dwellings in the South of Market base area, containing only SRO units the rear yard requirements of this Section 134 shall also apply to every dwelling in a(n) SPD, RSD, SLR, SLI, SSO, NC-2, NC-3, *NCT-3. Individual Area*

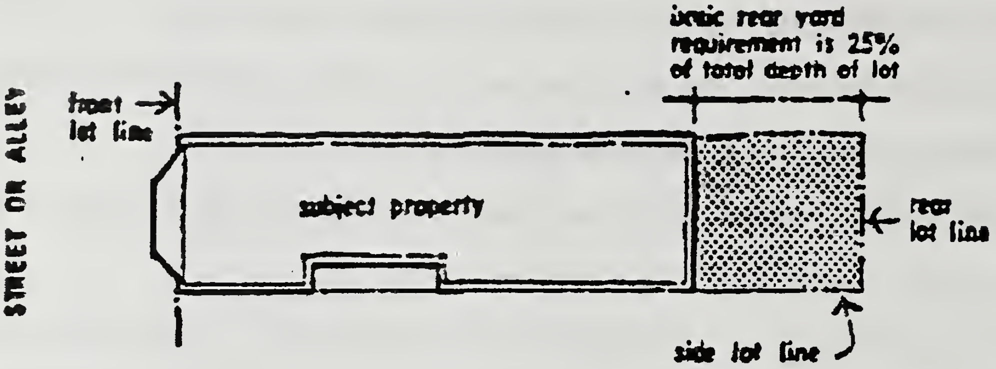
Neighborhood Commercial Transit District. Individual Neighborhood Commercial District as noted in Subsection (a), C or M District. Rear yards shall not be required in NC-S Districts. These requirements are intended to assure the protection and continuation of established midblock, landscaped open spaces, and maintenance of a scale of development appropriate to each district, consistent with the location of adjacent buildings.

(a) Basic Requirements. The basic rear yard requirements shall be as follows for the districts indicated:

(1) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, RC-2, RC-3, RC-4, NC, C, M, RED, SPD, RSD, SLR, SLI and SSO Districts. The minimum rear yard depth shall be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet. For buildings containing only SRO units in the South of Market base area, the minimum rear yard depth shall be equal to 25 percent of the total depth of the lot on which the building is situated, but the required rear yard of SRO buildings not exceeding a height of 65 feet shall be reduced in specific situations as described in Subsection (c) below.

(A) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, NC-1, Inner Sunset, Outer Clement Street, Haight Street, Sacramento Street, 24th Street-Noe Valley, and West Portal Avenue Districts. Rear yards shall be provided at grade level and at each succeeding level or story of the building.

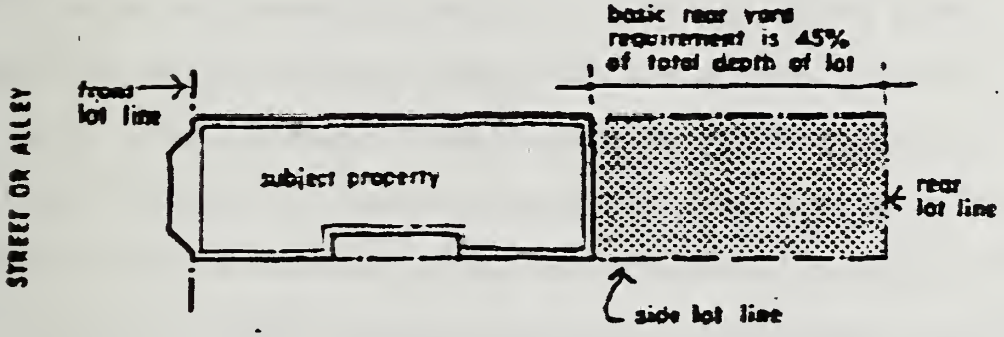
(B) NC-2, Castro Street, Inner Clement Street, Upper Fillmore Street, North Beach, Union Street, Valencia Street, 24th Street-Mission Districts. Rear yards shall be provided at the second story, and at each succeeding story of the building, and at the first story if it contains a dwelling unit.


basic rear yard requirement is 25% of total depth of lot
front lot line
STREET OR ALLEY
subject property
rear lot line
side lot line

(C) RC-2, RC-3, RC-4, NC-3, *NCT-3,* Broadway, Hayes-Gough, Upper Market Street, Polk Street, C, M, RED, SPD, RSD, SLR, SLI and SSO Districts. Rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building.

(D) ***Upper Market NCT.*** *Rear yards shall be provided at the second story, and at each succeeding story of the building, and at the first story if it contains a dwelling unit that does not face onto a public right-of-way. For buildings in the Upper Market NCT that do not contain residential uses and that do not abut adjacent lots with an existing pattern of rear yards or mid-block open space; the Zoning Administrator may waive or reduce this rear yard requirement pursuant to the procedures of subsection (e).*

(2) RH-2, RH-3, *RTO.* RM-1 and RM-2 Districts. The minimum rear yard depth shall be equal to 45 percent of the total depth of the lot on which the building is situated, except to the extent that a reduction in this requirement is permitted by Subsection (c) below. Rear yards shall be provided at grade level and at each succeeding level or story of the building.



(b) Permitted Obstructions. Only those obstructions specified in Section 136 of this Code shall be permitted in a required rear yard, and no other obstruction shall be constructed, placed or maintained within any such yard. No motor vehicle, trailer, boat or other vehicle shall be parked or stored within any such yard, except as specified in Section 136.

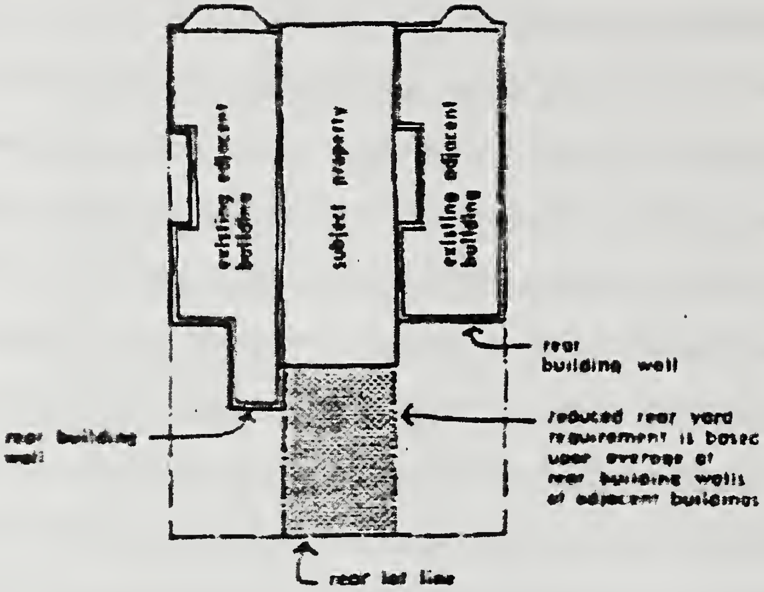
(c) Reduction of Requirements in RH-2, RH-3, *RTO.* RM-1 and RM-2 Districts. The rear yard requirement stated in Paragraph (a)(2) above, for RH-2, RH-3, *RTO.* RM-1 and RM-2 Districts, and as stated in Paragraph (a)(1) above, for single room occupancy buildings in the South of Market base area not exceeding a height of 65 feet, shall be reduced in specific situations as described in this Subsection (c), based upon conditions on adjacent lots. Except for those SRO buildings referenced above in this paragraph whose rear yard can be reduced in the circumstances described in Subsection (c) to a 15-foot minimum. under no circumstances, shall the minimum rear yard be thus reduced to less than a depth equal to 25 percent of the total depth of the lot on which the building is situated, or to less than 15 feet, whichever is greater.

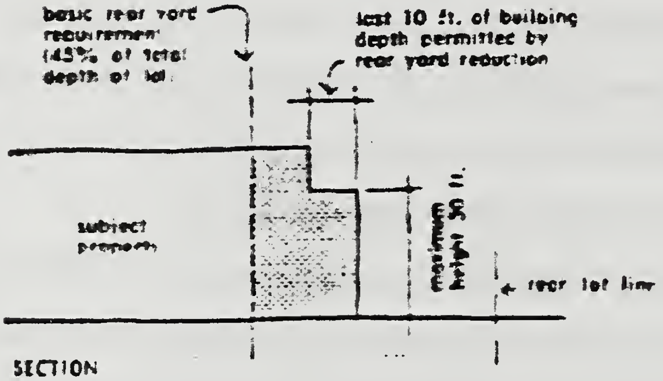
(1) General Rule. In such districts, the forward edge of the required rear yard shall be reduced to a line on the subject lot, parallel to the rear lot line of such lot, which is an average between the depths of the rear building walls of the two adjacent buildings. Except for single room occupancy buildings in the South of Market base area. in any case in which a rear yard requirement is thus reduced, the last 10 feet of building depth thus permitted on the subject lot shall be limited to a height of 30 feet, measured as prescribed by Section 260 of this Code, or to such lesser height as may be established by Section 261 of this Code.

(2) Alternative Method of Averaging. If, under the rule stated in Paragraph (c)(1) above, a reduction in the required rear yard is permitted, the reduction may alternatively be averaged in an irregular manner; provided that the area of the resulting reduction shall be no more than the product of the width of the subject lot along the line established by Paragraph (c)(1) above times the reduction in depth of rear yard permitted by Paragraph (c)(1); and provided further that all portions of the open area on the part of the lot to which the rear yard reduction applies shall be directly exposed laterally to the open area behind the adjacent building having the lesser depth of its rear building wall.

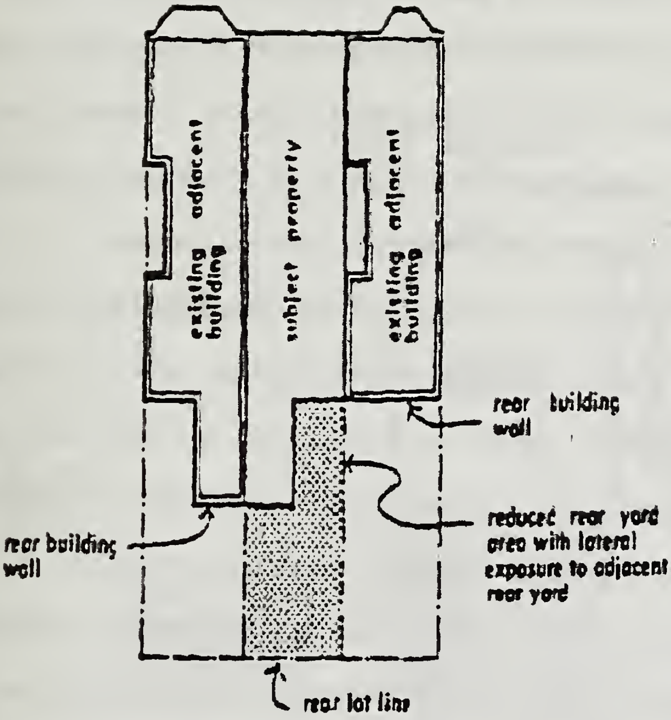
(3) Method of Measurement. For purposes of this Subsection (c), an "adjacent building" shall mean a building on a lot adjoining the subject lot along a side lot line. In all cases the location of the rear building wall of an adjacent building shall be taken as the line of greatest depth of any portion of the adjacent building which occupies at least 1/2 the width between the side lot lines of the lot on which such adjacent building is located, and which has a height of at least 20 feet above grade, or two stories, whichever is less, excluding all permitted obstructions listed for rear yards in Section 136 of this Code. Where a lot adjoining the subject lot is vacant, or contains no dwelling or group housing structure, or is located in an RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC, RED, SPD, RSD, SLR, SLI, SSO, NC, C, M or P District, such adjoining lot shall, for purposes of the calculations in this Subsection (c), be considered to have an adjacent building upon it whose rear building wall is at a depth equal to 75 percent of the total depth of the subject lot.

(4) Applicability to Special Lot Situations. In the following special lot situations, the general rule stated in Paragraph (c)(1) above shall be applied as provided in this Paragraph (c)(4), and the required rear yard shall be reduced if conditions on the adjacent lot or lots so indicate and if all other requirements of this Section 134 are met.


existing adjacent building
subject property
existing adjacent building
rear building wall
rear building wall
reduced rear yard requirement is based upon average of rear building walls of adjacent buildings
rear lot line


basic rear yard requirement (45% of total depth of lot)
last 10 ft. of building depth permitted by rear yard reduction
subject property
maximum height 30 ft.
rear lot line

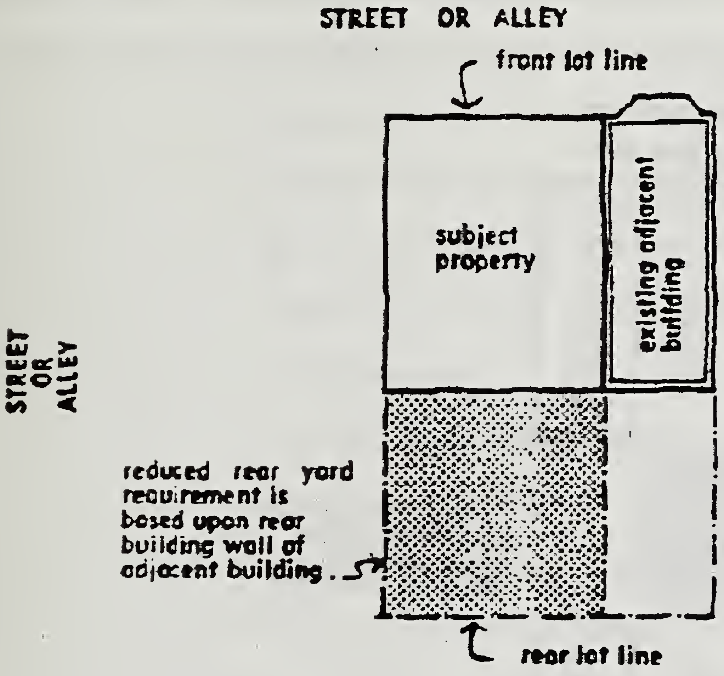
SECTION

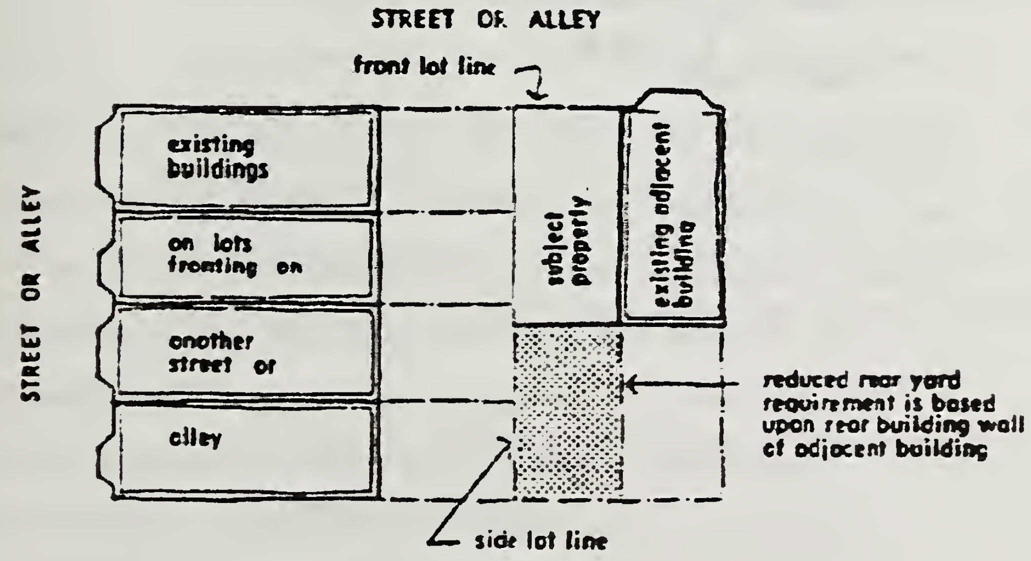

existing adjacent building
subject property
existing adjacent building
rear building wall
reduced rear yard area with lateral exposure to adjacent rear yard
rear building wall
rear lot line

(A) Corner Lots and Lots at Alley Inter-sections. On a corner lot as defined by this Code, or a lot at the intersection of a street and an alley or two alleys, the forward edge of the required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear building wall of the one adjacent building.

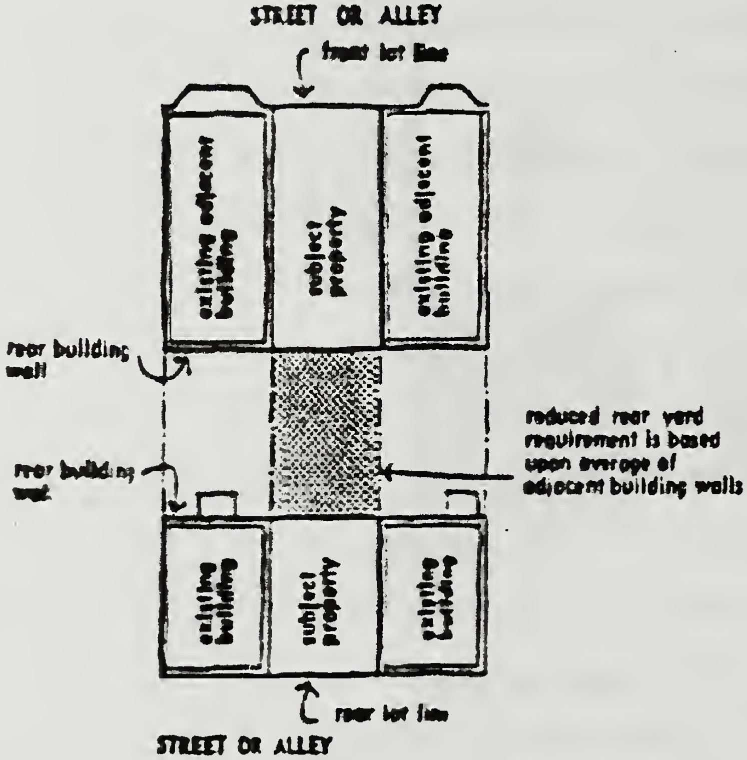
(B) Lots Abutting Properties with Buildings that Front on Another Street or Alley. In the case of any lot that abuts along one of its side lot lines upon a lot with a building that fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the forward edge of the required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear building wall of the one adjacent building fronting on the same street or alley. In the case of any lot that abuts along both its side lot lines upon lots with buildings that front on another street or alley, both lots on which it so abuts shall be disregarded, and the minimum rear yard depth for the subject lot shall be equal to 25 percent of the total depth of the subject lot, or 15 feet, whichever is greater.

(C) Through Lots Abutting Properties that Contain Two Buildings. Where a lot is a through lot having both its front and its rear lot line along streets, alleys, or a street and an alley, and both adjoining lots are also through lots, each containing two dwellings or group housing structures that front at opposite ends of the lot, the subject through lot may also have two buildings according to such established pattern, each fronting at one end of the lot, provided all the other requirements of this Code are met. In such cases the rear yard required by this Section 134 for the subject lot shall be located in the central portion of the lot, between the two buildings on such lot, and the depth of the rear wall of each building from the street or alley on which it fronts shall be established by the average of the depths of the rear building walls of the adjacent buildings fronting on that street or alley. In no case, however, shall the total minimum rear yard for the subject lot be thus reduced to less than a depth equal to 25 percent of the total depth of the subject lot, or to less than 15 feet, whichever is greater. Furthermore, in all cases in which this Subparagraph (c)(4)(C) is applied, the requirements of Section 132 of this Code for front setback areas shall be applicable along both street or alley frontages of the subject through lot.


STREET OR ALLEY
front lot line
subject property
existing adjacent building
STREET OR ALLEY
reduced rear yard requirement is based upon rear building wall of adjacent building.
rear lot line


STREET OR ALLEY
front lot line
existing buildings
on lots fronting on
another street or
alley
subject property
existing adjacent building
STREET OR ALLEY
reduced rear yard requirement is based upon rear building wall of adjacent building
side lot line

(d) Reduction of Requirements in C-3 Districts. In C-3 Districts, an exception to the rear yard requirements of this Section may be allowed, in accordance with the provisions of Section 309, provided that the building location and configuration assure adequate light and air to windows within the residential units and to the usable open space provided.


STREET OR ALLEY
front lot line
existing adjacent building
subject property
existing adjacent building
rear building wall
reduced rear yard requirement is based upon average of adjacent building walls
rear building wall
existing building
subject property
existing building
rear lot line
STREET OR ALLEY

(e) Modification of Requirements in NC and South of Market Districts. The rear yard requirements in NC and South of Market Districts may be modified or waived in specific situations as described in this Subsection (e).

(1) General. The rear yard requirement in NC Districts may be modified or waived by the Zoning Administrator pursuant to the procedures which are applicable to variances, as set forth in Sections 306.1 through 306.5 and 308.2, in the case of NC Districts, and in accordance with Section

307(g), in the case of South of Market Districts if all of the following criteria are met for both NC and South of Market Districts:

(A) Residential uses are included in the new or expanding development and a comparable amount of usable open space is provided elsewhere on the lot or within the development where it is more accessible to the residents of the development; and

(B) The proposed new or expanding structure will not significantly impede the access of light and air to and views from adjacent properties; and

(C) The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of adjacent properties.

(2) Corner Lots and Lots at Alley Intersections. On a corner lot as defined by this Code, or on a lot at the intersection of a street and an alley of at least 25 feet in width, the required rear yard may be substituted with an open area equal to 25 percent of the lot area which is located at the same levels as the required rear yard in an interior corner of the lot, an open area between two or more buildings on the lot, or an inner court, as defined by this Code, provided that the Zoning Administrator determines that all of the criteria described below in this Paragraph are met.

(A) Each horizontal dimension of the open area shall be a minimum of 15 feet.

(B) The open area shall be wholly or partially contiguous to the existing midblock open space formed by the rear yards of adjacent properties.

(C) The open area will provide for the access to light and air to and views from adjacent properties.

(D) The proposed new or expanding structure will provide for access to light and air from any existing or new residential uses on the subject property.

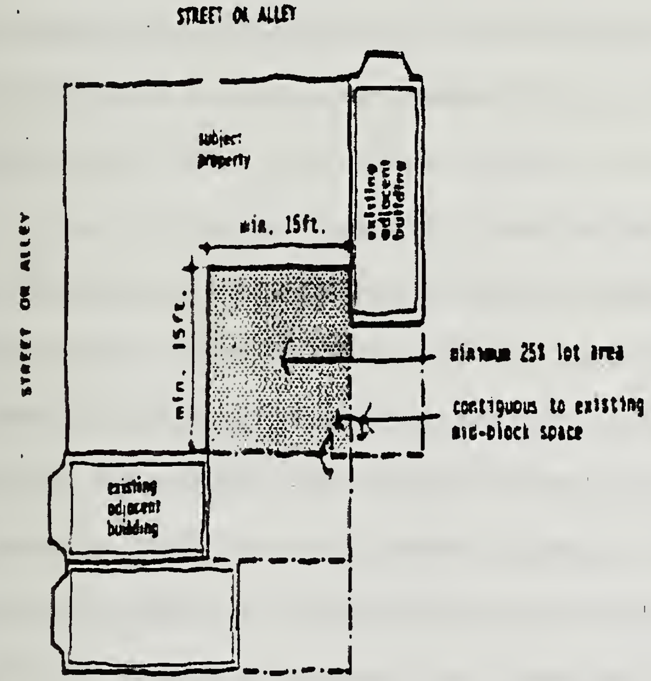
The provisions of this Paragraph 2 of Subsection (e) shall not preclude such additional conditions as are deemed necessary by the Zoning Administrator to further the purposes of this Section.

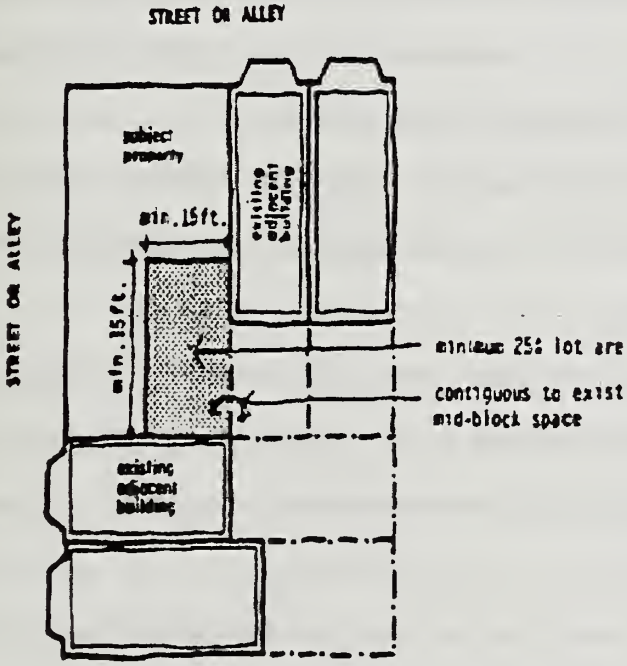
(f) Reduction of Requirements in the North of Market Residential Special Use District. The rear yard requirement may be substituted with an equivalent amount of open space situated anywhere on the site, provided that the Zoning Administrator determines that all of the following criteria are met:

(1) The substituted open space in the proposed new or expanding structure will improve the access of light and air to and views from existing abutting properties; and

(2) The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of existing abutting properties.

This provision shall be administered pursuant to the notice and hearing procedures which are applicable to variances as set forth in Sections 306.1 through 306.5 and 308.2.


STREET OR ALLEY
subject property
existing adjacent building
STREET OR ALLEY
min. 15ft.
min. 15ft.
minimum 25% lot area
contiguous to existing mid-block space
existing adjacent building


STREET OR ALLEY
subject property
existing adjacent building
STREET OR ALLEY
min. 15ft.
min. 15ft.
minimum 25% lot are
contiguous to exist mid-block space
existing adjacent building

SEC. 135. USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING, R, NC, MIXED USE, C, AND M DISTRICTS.

Except as provided in Sections 134.1, 172 and 188 of this Code, usable open space shall be provided for each dwelling and each group housing structure in R, NC. C, Mixed Use, and M Districts according to the standards set forth in this Section unless otherwise specified in specific district controls elsewhere in this Code.

(a) . **Character of Space Provided.** Usable open space shall be composed of an outdoor area or areas designed for outdoor living, recreation or landscaping, including such areas on the ground and on decks, balconies, porches and roofs, which are safe and suitably surfaced and screened, and which conform to the other requirements of this Section. Such area or areas shall be on the same lot as the dwelling units (or bedrooms in group housing) they serve, and shall be designed and oriented in a manner that will make the best practical use of available sun and other climatic advantages. "Private usable open space" shall mean an area or areas private to and designed for use by only one dwelling unit (or bedroom in group housing). "Common usable open space" shall mean an area or areas designed for use jointly by two or more dwelling units (or bedrooms in group housing).

(b) **Access.** Usable open space shall be as close as is practical to the dwelling unit (or bedroom in group housing) for which it is required, and shall be accessible from such dwelling unit or bedroom as follows:

(1) Private usable open space shall be directly and immediately accessible from such dwelling unit or bedroom; and shall be either on the same floor level as such dwelling unit or bedroom, with no more than one story above or below such floor level with convenient private access.

(2) Common usable open space shall be easily and independently accessible from such dwelling unit or bedroom, or from another common area of the building or lot.

(c) **Permitted Obstructions.** In the calculation of either private or common usable open space, those obstructions listed in Sections 136 and 136.1 of this Code for usable open space shall be permitted.

(d) **Amount Required.** Usable open space shall be provided for each building in the amounts specified herein and in Table 135 for the district in which the building is located; provided, however, that in the Rincon Hill Special Use District, Residential Sub-district, open space shall be provided in the amounts specified in Section 249.1(c)(4).

In Neighborhood Commercial Districts, the amount of usable open space to be provided shall be the amount required in the nearest Residential District, but the minimum amount of open space required shall be in no case greater than the amount set forth in Table 135 for the district in which the building is located. The distance to each Residential District shall be measured from the midpoint of the front lot line or from a point directly across the street therefrom, whichever requires less open space.

(1) For dwellings other than SRO dwellings, except as provided in Paragraph (d)(3) below, the minimum amount of usable open space to be provided for use by each dwelling unit shall be as specified in the second column of the table if such usable open space is all private. Where common usable open space is used to satisfy all or part of the requirement for a dwelling unit, such common usable open space shall be provided in an amount equal to 1.33 square feet for each one square foot of private usable open space specified in the second column of the table. In such cases, the balance of the required usable open space may be provided as private usable open space, with full credit for each square foot of private usable open space so provided.

(2) For group housing structures and SRO units, the minimum amount of usable open space provided for use by each bedroom shall be 1/3 the amount required for a dwelling unit

as specified in Paragraph (d)(1) above. For purposes of these calculations, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.

(3) For dwellings specifically designed for and occupied by senior citizens or physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code, the minimum amount of usable open space to be provided for use by each dwelling unit shall be 1/2 the amount required for each dwelling unit as specified in Paragraph (d)(1) above.

TABLE 135
MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING

District	Square Feet Of Usable Open Space Required For Each Dwelling Unit If All Private	Ratio of Common Usable OpenSpace That May Be Substituted for Private
RH-1(D). RH-1	300	1.33
RH-1(S)	300 for first unit; 100 for minor second unit	1.33
RH-2	125	1.33
RH-3	100	1.33
RM-1. RC-1, *RTO*	100	1.33
RM-2. RC-2. SPD	80	1.33
RM-3. RC-3. RED	60	1.33
RM-4. RC-4. RSD	36	1.33
C-3. C-M. SLR. SLI. SSO. M-1. M-2	36	1.33
C-1, C-2	Same as for the R District establishing the dwelling unit density ratio for the C-1 or C-2 District property	

NC-1, NC-2, NC-S, Inner Sunset, Sacramento Street, West Portal Avenue	100	1.33
NC-3, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Union Street, Valencia Street, 24th Street-Mission, 24th Street-Noe Valley, *NCT-3*	80	1.33
Broadway, Hayes-Gough, Upper Market Street, North Beach, Polk Street	60	1.33
Chinatown Community Business, Chinatown Residential Neighborhood Commercial, Chinatown Visitor Retail	48	1.00
Rincon Hill DTR	This table not applicable. 75 square feet per dwelling. See Sec. 827.	

(e) **Slope.** The slope of any area credited as either private or common usable open space shall not exceed five percent.

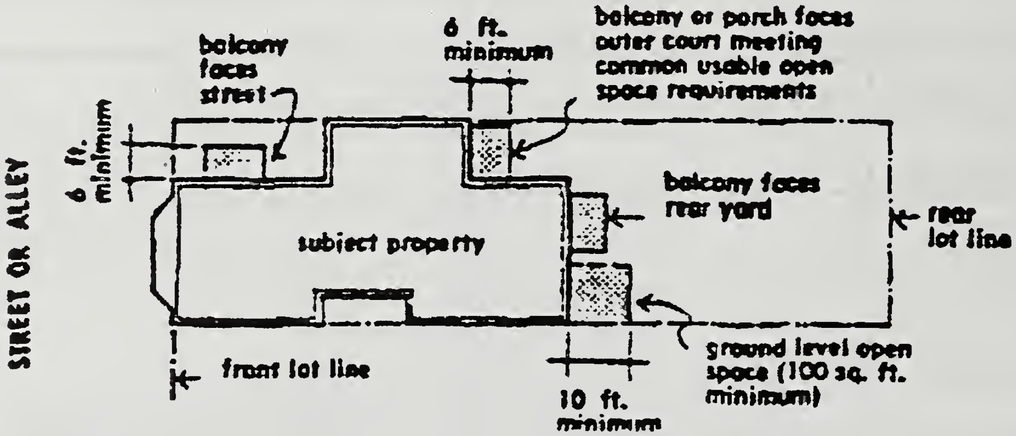
(f) **Private Usable Open Space: Additional Standards.**

(1) **Minimum Dimensions and Minimum Area.** Any space credited as private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a mini-mum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court.

(2) **Exposure.** In order to be credited as private usable open space, an area must be kept open in the following manner:

(A) For decks, balconies, porches and roofs, at least 30 percent of the perimeter must be unobstructed except for necessary railings.

(B) In addition, the area credited on a deck, balcony, porch or roof must either face a street, face or be within a rear yard, or face or be within some other space which at the level of the private usable open space meets the minimum dimension and area requirements for common usable open space as specified in Paragraph 135(g)(1) below.


balcony faces street
6 ft. minimum
balcony or porch faces outer court meeting common usable open space requirements
6 ft. minimum
STREET OR ALLEY
subject property
balcony faces rear yard
rear lot line
front lot line
ground level open space (100 sq. ft. minimum)
10 ft. minimum

(C) Areas within inner and outer courts, as defined by this Code, must either conform to the standards of Subparagraph (f)(2)(B) above or be so arranged that the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court, regardless of the permitted obstruction referred to in Subsection 135(c) above.

(3) **Fire Escapes as Usable Open Space.** Normal fire escape grating shall not be considered suitable surfacing for usable open space. The steps of a fire escape stairway or ladder, and any space less than six feet deep between such steps and a wall of the building, shall not be credited as usable open space. But the mere potential use of a balcony area for an emergency fire exit by occupants of

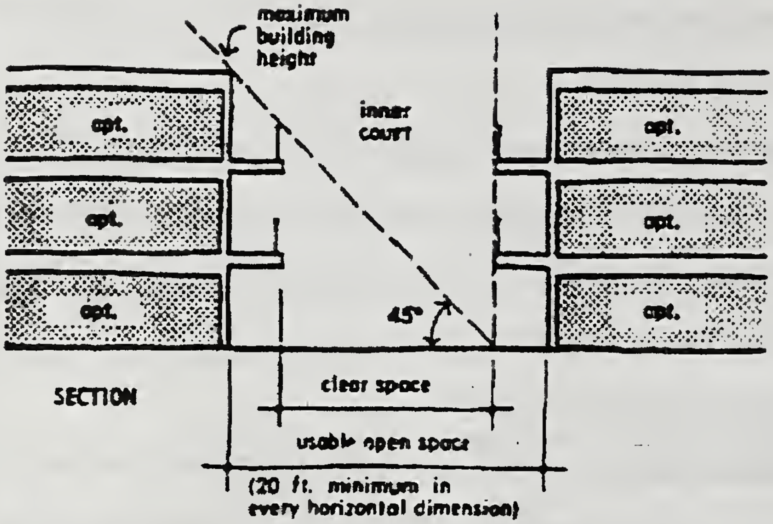
other dwelling units (or bedrooms in group housing) shall not prevent it from being credited as usable open space on grounds of lack of privacy or usability.

(4) **Use of Solariums.** In C-3 Districts. the area of a totally or partially enclosed solarium shall be credited as private usable open space if (i) such area is open to the outdoors through openings or clear glazing on not less than 50 percent of its perimeter and (ii) not less than 30 percent of its overhead area and 25 percent of its perimeter are open or can be opened to the air.

(g) **Common Usable Open Space: Additional Standards.**

(1) **Minimum Dimensions and Minimum Area.** Any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet.

(2) **Use of Inner Courts.** The area of an inner court. as defined by this Code. may be credited as common usable open space. if the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area; and if (regardless of the permitted obstructions referred to in Subsection 135(c) above) the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter. whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.

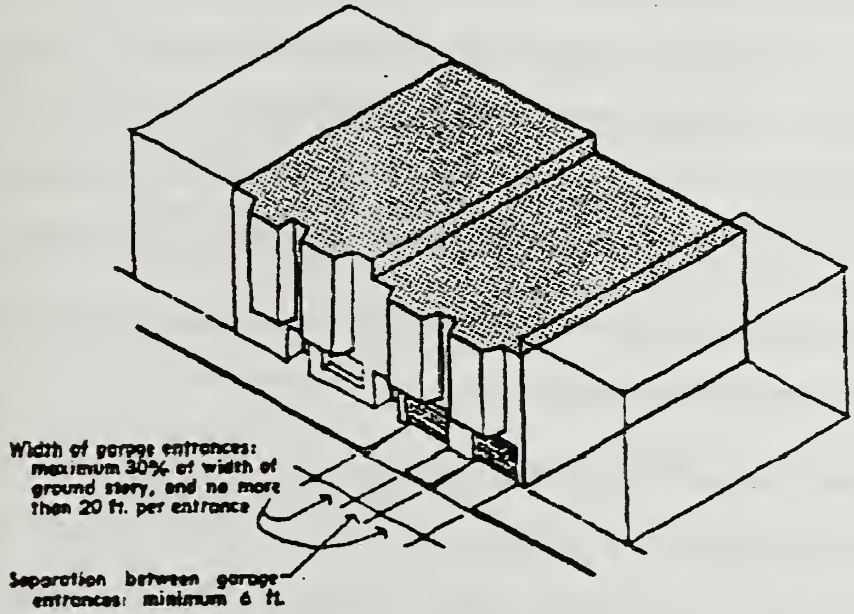


(3) **Use of Solariums.** The area of a totally or partially enclosed solarium may be credited as common usable open space if the space is not less than 15 feet in every horizontal dimension and 300 square feet in area; and if such area is exposed to the sun through openings or clear glazing on not less than 30 percent of its perimeter and 30 percent of its overhead area.

SEC. 144. TREATMENT OF GROUND STORY ON STREET FRONTAGES, RH-2, RH-3, *RTO,* RM-1 AND RM-2 DISTRICTS.

(a) General. This Section is enacted to assure that in RH-2, RH-3, RM-1, ~~*and*~~ RM-2, *and RTO* Districts the ground story of dwellings as viewed from the street is compatible with the scale and character of the existing street frontage, visually interesting and attractive in relation to the pattern of the neighborhood, and so designed that adequate areas are provided for front landscaping, street trees and on-street parking between driveways.

(b) Entrances to Off-Street Parking. Except as otherwise provided herein, in the case of every dwelling in such districts no more than 30 percent of the width of the ground story along the front lot line, or along a street side lot line, or along a building wall that is set back from any such lot line, shall be devoted to entrances to off-street parking, except that in no event shall a lot be limited by this requirement to a single such entrance of less than 16 feet in width*, or to a single such entrance of less than 8 feet in RTO districts*. In addition, no entrance to off-street parking for a dwelling on any lot shall be wider than 20 feet, and where two or more separate entrances are provided there shall be a minimum separation between such entrances of six feet. *Lots in RTO districts are limited to a total of 20 feet per block frontage devoted to entrances to off-street parking.* The requirements of this Subsection (b) shall not be applicable where the lot has an upward or downward slope from the front lot line to the forward edge of the required rear yard, along the centerline of the building, of more than 20 percent; or where the lot depth and the requirements of this Code for dimensions, areas and open spaces are such that the permitted building depth is less than 40 feet in an RH-2 District or less than 65 feet in an RH-3, RM-1 or RM-2 District.


Width of garage entrances: maximum 30% of width of ground story, and no more than 20 ft. per entrance
Separation between garage entrances: minimum 6 ft.

(c) Features To Be Provided. In the case of every dwelling in such districts, no less than 30 percent of the width of the ground story along the front lot line, along a street side lot line, and along a building wall that is set back from any such lot line, shall be devoted to windows, entrances for dwelling units, landscaping, and other architectural features that provide visual relief and interest for the street frontage.

(d) Parking Setback. In RTO districts off-street parking is not permitted on the ground floor within the first 20 feet of building depth from any façade facing a street at least 30 feet in width, unless such parking occupies the space otherwise used as the drive-aisle or driveway (such as in cases of tandem parking). All off-street parking along these frontages must be wrapped with dwelling units, entrances to dwelling units, commercial uses where permitted, and other uses (other than storage) and building features that generate activity or pedestrian interest.

SEC. 145.1. STREET FRONTAGES, NEIGHBORHOOD COMMERCIAL DISTRICTS.

In order to preserve, enhance and promote attractive, clearly defined street frontages which are appropriate and compatible with the buildings and uses in Neighborhood Commercial Districts and adjacent districts, the following requirements shall apply to new structures or alterations to existing structures involving a change in the level of the first story or a change in the facade at the street frontage at the first story and below, where such structure is located along any block frontage that is entirely within an NC District.

In NC-S Districts, the applicable frontage shall be the primary facade(s) which contain customer entrances to commercial spaces.

(a) If such structures contain any of the permitted uses in the Zoning Control Categories listed below, at least 1/2 the total width of such new or altered structures at the commercial street frontage shall be devoted to entrances to commercially used space, windows or display space at the pedestrian eye-level. Such windows shall use clear, untinted glass, except for decorative or architectural accent. Any decorative railings or decorative grille work, other than wire mesh, which is placed in front of or behind such windows, shall be at least 75 percent open to perpendicular view and no more than six feet in height above grade.

No.	Zoning Control Category
.40	**Other Retail Sales and Services**
.41	**Bar**
.42	**Full-Service Restaurant**
.43	**Small Fast Food Restaurant**
.44	**Large Fast Food Restaurant**
.45	**Take-Out Food**
.46	**Movie Theater**
.49	**Financial Service**
.50	**Limited Financial Service**
.51	**Medical Service**
.52	**Personal Service**
.53	**Business or Professional Service**
.55	**Tourist Hotel**
.61	**Automobile Sale or Rental**
.62	**Animal Hospital**
.65	**Trade Shop**
.70	**Administrative Service**

(b) In all NC Districts other than NC-S Districts, no more than 1/3 of the width of such new or altered structure, parallel to and facing such street, shall be devoted to ingress/egress to parking, provided that in no case shall such ingress/egress exceed

20 feet in width or be less in width than eight feet for garages containing up to three cars, nine feet for garages containing up to ten cars, and ten feet for garages containing up to 50 cars. Development lots in NCT districts are limited to a total of 20 feet per block frontage devoted to entrances to off-street parking.

In NC-S Districts, no more than 1/3 or 50 feet, whichever is less, of each lot frontage shall be devoted to ingress/egress of parking. provided that each such ingress/egress shall not be less than 10 feet in width for single directional movement or 20 feet in width for bidirectional movement.

(c) ***Above-Grade Parking Setback.*** *In NCT districts. off-street parking at or above street grade must be set back at least 25 feet on the ground floor. from any façade facing a street at least 30 feet in width. Space for active uses as defined in subsection (e) and permitted by the specific district in which it is located shall be provided along the frontages for the above-mentioned setback depth. Parking above the ground level shall be entirely screened from all public rights-of-way in a manner that accentuates ground floor uses. minimizes louvers and other mechanical features and is in keeping with the overall massing and architectural vocabulary of the building.*

(d) ***Required Ground Floor Commercial Uses.*** *In the locations listed in this subsection. active. pedestrian-oriented commercial uses. as described in subsection (e). and permitted by the specific district in which it is located. are a required ground floor use on street-facing building frontages. Where these uses are required. they shall occupy no less than 75 percent of the building frontage to a depth of not less than 25 feet. and shall be open at the pedestrian eye level. allowing visibility to the inside of the building. and shall meet the standards described in subsection (a). This requirement applies to the following street frontages:*

(1) Hayes Street. for the entirety of the Hayes-Gough NCT:

(2) Octavia Boulevard. between Fell Street and Hayes Street. in the Hayes-Gough NCT:

(3) Market Street, for the entirety of the NCT-3 and Upper Market NCT Districts; and

(4) Church Street, for the entirety within the Upper Market NCT District.

(e) Definition of Active Uses.

(1) Active uses shall include those that are oriented to public access and primarily to walk-up pedestrian activity. Active uses shall not include any use whose primary function is the storage of goods or vehicles, utility installations, any office use, or any use or portion of a use which by its nature requires non-transparent walls facing a public street. Uses considered active uses shall include the uses listed in Table 145.1 and as defined by the referenced Code sections, and lobbies for any permitted or conditional use in that district. Uses noted with an asterisk in Table 145.1 are restricted as follows:

(A) Where ground floor commercial frontages are required in subsection (d), such uses shall not include any use oriented to motor vehicles except as follows. Automobile sale or rental may be considered as an active use meeting the requirements of subsection (d) if no curb-cuts, garage doors, or loading access are utilized or proposed on streets listed in subsection (d) or in Section 155(r), and such sales or rental activity is entirely within an enclosed building and does not encroach on surrounding sidewalks or open spaces. Such sales or rental activity shall not include auto repair or vehicle servicing functions for frontages required for active commercial uses.

(B) Public Uses described in 790.80 are considered active uses except utility installations.

(C) Where ground floor commercial frontages are required in subsection (d), such uses shall not include residential uses. Residential Uses described in 790.88 are considered active uses meeting the requirements of subsection (c) only if a majority of the street frontage at the ground level features dwelling units with direct, individual pedestrian access to a public sidewalk or street. Spaces accessory to residential uses, such as fitness or community rooms, are considered active uses only if they meet the intent of this section and have access directly to the public sidewalk or street.

Table 145.1	
Other Retail Sales and Services [Not Listed Below]	*§ 790.102*
Bar	*§ 790.22*
Full-Service Restaurant	*§ 790.92*
Large Fast Food Restaurant	*§ 790.90*
Small Self-Service Restaurant	*§ 790.91*
Liquor Store	*§ 790.55*
Other Entertainment	*§ 790.38*
Financial Service	*§ 790.110*
Limited Financial Service	*§ 790.112*
Medical Service	*§ 790.114*
Personal Service	*§ 790.116*
Business or Professional Service	*§ 790.108*
Automotive Service Station	*§ 790.17**

Automotive Repair	*§ 790.15**
Automobile Sale or Rental	*§ 790.12**
Animal Hospital	*§ 790.6*
Trade Shop	*§ 790.124*
Video Store	*§ 790.135*
Other Institutions, Large	*§ 790.50*
Other Institutions, Small	*§ 790.51*
Public Use	*§ 790.80**
Medical Cannabis Dispensary	*§ 790.141*
Residential Use	*§ 790.88**

SEC. 145.4. STREET FRONTAGES, DOWNTOWN AND MIXED-USE DISTRICTS.

In order to preserve, enhance and promote street frontages that are pedestrian-oriented, lively, fine-grained, and provide opportunity for multiple shops and services to serve both local and citywide populations, the following rules are established in all DTR districts and other specific districts as described below:

(a) **Above-Grade Parking Setback**. Except as more restrictively established in Section 827, any parking built above street grade must be set back at least 25 feet on the ground floor, with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, and 15 feet at all other levels from any facade facing a street. Space for active uses a defined in this Section and permitted by the specific district in which it is locate shall be provided along the frontages for the above-mentioned setback depths.

(b) **Ground Floor Commercial Uses**. Active, pedestrian-oriented commercia uses, as defined in this Section and permitted by the specific district in which it is located, are a required ground floor use on street-facing building frontages in the locations listed in this subsection. Where these uses are required, they shal occupy no less than 75 percent of the building frontage and shall be open at the pedestrian eye level, allowing visibility to the inside of the building. Such openings shall use clear, untinted, glass except for decorative or architectural accent. Any decorative railings or decorative grille work, other than wire mesh, which is placed in front of or behind such windows, shall be at least 75 percent open to perpendicular view. This requirement applies to the following street frontages:

(1) Folsom Street for the entirety of the Rincon Hill DTR, pursuant to Section 827; and

(2) Folsom Street for the entirety of the Folsom and Main Residential/Commercial Special Use District.

(3) Van Ness Avenue, in the Van Ness and Market Downtown Residential Special Use District, from Fell Street to Market Street.

(4) South Van Ness Avenue, for the entirety of the Van Ness and Market Downtown Residential Special Use District.

(5) Market Street, for the entirety of the Van Ness and Market Downtown Residential Special Use District.

(c) **Maximum Street-Facing Use Sizes**. An individual ground floor tenancy may not occupy more than 75 linear feet for the first 25 feet of depth from the street-facing facade of a frontage on a major street. Separate individual storefronts shall wrap large ground floor uses for the first 25 feet of depth.

(d) Exceptions to the requirements of this section may be granted only pursuant to the procedures of Section 309.1. of this Code.

(e) **Definition of Active Uses.**

(1) **Ground Floor**. Active uses at the ground floor shall include those that are oriented to public access and walk-up pedestrian activity. These uses shall not include any use whose primary function is the storage of goods or vehicles, utility installations, any office use, any use oriented toward motorized vehicles, or any use or portion of a use which by its nature requires non-transparent walls facing a public street. Uses considered active uses on the ground floor shall include lobbies for any use, and the uses listed in Table 145.4 and as defined by the referenced Code Sections. Uses noted with an asterisk in Table 145.4 are restricted as follows:

(A) Non-Auto Vehicle Sales and Rental are only considered as active uses if their use is limited to the sales and rental of bicycles, or the sales of scooters or motorcycles, and no curb-cuts, garage doors, or loading access are required on streets where such are restricted in this Code, and pedestrian movement on abutting sidewalks is not infringed.

(B) Public Uses described in 890.80 are considered active uses except utility installations.

(C) Residential Uses described in 890.88 are considered active uses only if a majority of residential uses at the ground level have direct, individual pedestrian access to a public sidewalk or street. Spaces accessory to residential uses, such as fitness or community rooms, are considered active uses only if they meet the intent of this section and have access directly to the public sidewalk or street.

(D) Automobile Sale or Rental are only considered as active uses meeting the requirements of subsection (b) for frontages in the Van Ness and Market Downtown Residential Special Use District, and if no curb-cuts, garage doors, or loading access are required on Van Ness Avenue or Market Street, such sales or rental activity is entirely within an enclosed building and does not encroach on surrounding sidewalks or open spaces. Such sales or rental activity shall not include auto repair or vehicle servicing functions for frontages required for active commercial uses.

Table 145.4

Code Reference	Use
890.4	Amusement Game Arcade
890.6	Animal Hospital
*890.13**	*Automobile Sale or Rental*

890.22	Bar
890.23	Business Goods and Equipment Sales and Repair Service
890.34	Eating and Drinking Use
890.37	Entertainment, Other
890.39	Gift Store-Tourist Oriented
890.50	Institutions, Other
890.51	Jewelry Store
890.68	Neighborhood-Serving Business
890.69*	Non-Auto Vehicle Sales or Rental
890.80*	Public Use
890.88*	Residential Use
890.90	Restaurant, Fast-Food (Small)
890.91	Restaurant, Fast-Food (Large)
890.92	Restaurant, Full-Service
890.102	Sales and Service, Other Retail
890.104	Sales and Services, Retail
890.112	Service, Limited Financial
890.116	Service, Personal
890.122	Take-Out Food
890.124	Trade Shop
890.140	Walk-Up Facility

(2) **Floors above the Ground Floor**. Active uses on floors above the ground floor shall include any use included in subsection (1) along with all office uses, all residential uses, hotels, and any industrial or light industrial use that is permitted in the district and meets the intent of this Section.

SEC. 151.1. PERMITTED OFF-STREET PARKING IN DOWNTOWN RESIDENTIAL (DTR), ~~AND~~ C-3, *NEIGHBORHOOD COMMERCIAL TRANSIT (NCT), AND RESIDENTIAL TRANSIT ORIENTED (RTO)* DISTRICTS.

(a) For any use in DTR*, NCT, RTO or* ~~and~~ C-3 Districts, off-street accessory parking shall not be required as specified in Section 151.1 herein. The quantities specified in Table 151.1 shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified. For uses in DTR*, NCT and RTO* districts not described in Table 151.1, the off-street requirements specified in Table 151 and set forth in Section 204.5 of this Code shall serve as maximums for the total amount of accessory parking that may be provided. For uses in C-3 Districts not described in Table 151.1, Section 204.5 shall determine the maximum permitted accessory parking that may be provided. Variances may not be granted in C-3*, NCT and RTO* Districts above the maximum accessory parking specified in this Section 151.1. Where off-street parking is provided that exceeds the quantities specified in Table 151.1 or as set forth in Section 204.5 of this Code, such parking shall be classified not as accessory parking but as either a principally permitted or conditional use, depending upon the use provisions applicable to the district in which the parking is located. In considering an application for a conditional use for any such parking due to the amount being provided, the Planning Commission shall consider the criteria set forth in Section 157 of this Code.

(b) Where a number or ratio of spaces are described in Table 151.1, such number or ratio shall refer to the total number of parked cars accommodated in the project proposal, regardless of the arrangement of parking, and shall include all spaces accessed by mechanical means, valet, or non-independently accessible means. For the purposes of determining the total number of cars parked, the area of an individual parking space, except for those spaces specifically designated for persons with physical disabilities, may not exceed 185 square feet, including spaces in tandem, or in parking lifts, elevators or other means of vertical stacking.

(c) Any off-street parking space dedicated for use as a car-share parking space, as defined in Section 166, shall not be counted toward the total parking allowed as accessory in this Section.

Table 151.1

OFF-STREET PARKING ALLOWED AS ACCESSORY

Use or Activity	Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted
Dwelling units in DTR Districts, except as specified below	P up to one car for each two dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1 (d); NP above one space per unit.
Dwelling units in C-3 Districts, except as specified below	P up to one car for each four dwelling units; up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(e); NP above 0.75 cars for each dwelling unit.
Dwelling units in C-3 Districts with at least 2 bedrooms and at least 1,000 square feet of occupied floor area	P up to one car for each four dwelling units; up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(e); NP above one car for each dwelling unit.
Dwelling units in NCT Districts, except as specified below	*P up to one car for each two dwelling units; C up to 0.75 cars for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above 0.75 cars for each dwelling unit.*
Dwelling units in NCT Districts with at least 2 bedrooms and at least 1.000 square feet of occupied floor area	*P up to one car for each two dwelling units; C up to one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above one car for each dwelling unit.*
Dwelling units in RTO Districts.	*P up to three cars for each four dwelling units; C up to*

except as specified below	*one car for each dwelling unit, subject to the criteria and procedures of Section 151.1(f); NP above one car for each dwelling unit.*
Group housing of any kind	P up to one car for each three bedrooms or for each six beds, whichever results in the greater requirement, plus one for the manager's dwelling unit if any. NP above.
SRO units	P up to one car for each 20 units, plus one for the manager's dwelling unit, if any. NP above.
All office uses	P up to seven percent of the gross floor area of such uses; NP above.
Non-residential uses in RTO districts permitted under Sections 209.8(e) and 230.	*None permitted.*
All non-residential uses in NCT districts except as specified below	*For uses in Table 151 that are described as a ratio of occupied floor area, P up to 1 space per 500 square feet of occupied floor area or the quantity specified in Table 151, whichever is less, and subject to the conditions and criteria of Section 151.1(f). NP above.*
Retail grocery store uses in NCT districts with over 20,000 square feet of occupied floor area	*P up 1 space per 500 square feet of occupied floor area, and subject to the conditions and criteria of Section 151.1(f). C up to 1 space per 250 square feet of occupied floor area for that area in excess of 20,000 square feet, subject to the conditions and criteria of Section 151.1(f). NP above.*

(d) In DTR districts, any request for accessory parking in excess of what is permitted by right shall be reviewed on a case-by-case basis by the Planning Commission, subject to the procedures set forth in Section 309.1 of this Code. In granting approval for parking accessory to residential uses above that permitted by right in Table 151.1, the Commission shall make the following affirmative findings:

(1) All parking in excess of that allowed by right is stored and accessed by mechanical means, valet, or non-independently accessible method that

maximizes space efficiency and discourages use of vehicles for commuting or daily errands;

(2) Vehicle movement on or around the project site associated with the excess accessory parking does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

(3) Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

(4) All parking in the project is set back from facades facing streets and alleys and lined with active uses, and that the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code; and

(5) Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements.

(e) In C-3 Districts, any request for accessory parking in excess of what is permitted by right in Table 151.1, shall be reviewed on a case-by-case basis by the Planning Commission, subject to the procedures set forth in Section 309 of this Code. In granting approval for parking accessory to residential uses above that permitted by right in Table 151.1, the Planning Commission shall make the following affirmative findings:

(1) For projects with 50 units or more, all residential accessory parking in excess of 0.5 parking spaces for each dwelling unit shall be stored and accessed by mechanical stackers or lifts, valet, or other space-efficient means that allows more space above-ground for housing, maximizes space efficiency and discourages use of vehicles for commuting or daily errands. The Planning Commission may authorize the request for additional parking notwithstanding

that the project sponsor cannot fully satisfy this requirement provided that the project sponsor demonstrates hardship or practical infeasibility (such as for retrofit of existing buildings) in the use of space-efficient parking given the configuration of the parking floors within the building and the number of independently accessible spaces above 0.5 spaces per unit is de minimus and subsequent valet operation or other form of parking space management could not significantly increase the capacity of the parking space above the maximums in Table 151.1;

(2) For any project with residential accessory parking in excess of 0.375 parking spaces for each dwelling unit, the project complies with the housing requirements of Sections 315 through 315.9 of this Code except as follows: the inclusionary housing requirements that apply to projects seeking conditional use authorization as designated in Section 315.3(a)(2) shall apply to the project.

(3) The findings of Section 151.1(d)(2), (d)(3) and (d)(5) are satisfied;

(4) All parking meets the active use and architectural screening requirements in Sections 155(s)(1)(B) and 155(s)(1)(C) and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code.

(f) In RTO and NCT districts, any request for accessory parking in excess of what is principally permitted in Table 151.1 shall be reviewed on a case-by-case basis by the Planning Commission as a Conditional Use. In granting such Conditional Use for parking in excess of that principally permitted in Table 151.1, the Planning Commission shall make the following affirmative findings according to the uses to which the proposed parking is accessory:

(1) Parking for all uses

(A) Vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district;

(B) Accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal;

(C) All above-grade parking is architecturally screened and lined with active uses according to the standards of Section 145.1(c), and the project sponsor is not requesting any exceptions or variances requiring such treatments elsewhere in this Code; and

(D) Excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements.

(2) Parking for Residential Uses

(A) For projects with 50 units or more, all residential accessory parking in excess of 0.5 spaces per unit shall be stored and accessed by mechanical stackers or lifts, valet, or other space-efficient means that reduces space used for parking and maneuvering, maximizes other uses, and discourages the use of vehicles for commuting for daily errands;

(3) Parking for Non-Residential Uses

(A) Projects that provide more than 10 spaces for non-residential uses must dedicate 5% of these spaces, rounded down to the nearest whole number, to short-term, transient use by vehicles from certified car sharing organizations per Section 166, vanpool, rideshare, taxis, or other co-operative auto programs. These spaces shall not be used for long-term storage nor satisfy the requirement of Section 166, but rather to park them during trips to commercial uses. These spaces may be used by shuttle or delivery vehicles used to satisfy subsection (B).

(B) Retail uses larger than 20,000 square feet, including but not limited to grocery, hardware, furniture, consumer electronics, greenhouse or nursery, and appliance stores, which sell merchandise that is bulky or difficult to carry by hand or by public transit, shall offer, at

minimal or no charge to its customers, door-to-door delivery service and/or shuttle service. This is encouraged, but not required, for retail uses less than 20,000 square feet.

(C) Parking shall be limited to short-term use only.

(D) Parking shall be available to the general public at times when such parking is not needed to serve the use or uses to which it is accessory.

SEC. 152. SCHEDULE OF REQUIRED OFF-STREET FREIGHT LOADING SPACES IN DISTRICTS OTHER THAN C-3 OR SOUTH OF MARKET.

In districts other than C-3 and the South of Market Districts, off-street freight loading spaces shall be provided in the minimum quantities specified in the following table, except *in RTO and NCT districts and* as otherwise provided in Section 152.2 and Section 161 of this Code. The measurement of gross floor area shall be as defined in this Code, except that nonaccessory parking spaces and driveways and maneuvering areas incidental thereto shall not be counted.

Table 152

OFF-STREET FREIGHT LOADING SPACES REQUIRED

(OUTSIDE C-3 AND SOUTH OF MARKET DISTRICTS)

Use or Activity	Gross Floor Area of Structure or Use (sq. ft.)	Number of Off-Street Freight Loading Spaces Required
Retail stores, wholesaling, manufacturing, live/work units in newly constructed structures, and all other uses primarily engaged in the handling of goods.	0--10,000	0
	10,001--60,000	1
	60,001--100,000	2

	over 100,000	3 plus 1 for each additional 80,000 sq. ft.
Offices, hotels, apartments, live/work units not included above, and all other uses not included above	0--100,000	0
	100,001--200,000	1
	200,001--500,000	2
	over 500,000	3 plus 1 for each additional 400,000 sq. ft.

SEC. 153. RULES FOR CALCULATION OF REQUIRED SPACES.

(a) In the calculation of off-street parking and freight loading spaces required under Sections 151, 152 and 152.1, the following rules shall apply:

(1) In the case of mixed uses in the same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the total requirements for off-street parking and loading spaces shall be the sum of the requirements for the various uses or activities computed separately, including fractional values.

(2) Where an initial quantity of floor area, rooms, seats or other form of measurement is exempted from off-street parking or loading requirements, such exemption shall apply only once to the aggregate of that form of measurement. If the initial exempted quantity is exceeded, for either a structure or a lot or a development, the requirement shall apply to the entire such structure, lot or development, unless the contrary is specifically stated in this Code. In combining the requirements for use categories in mixed use buildings, all exemptions for initial quantities of square footage for the uses in question shall be disregarded,

excepting the exemption for the initial quantity which is the least among all the uses in question.

(3) Where a structure or use is divided by a zoning district boundary line, the requirements as to quantity of off-street parking and loading spaces shall be calculated in proportion to the amount of such structure or use located in each zoning district.

(4) Where seats are used as the form of measurement, each 22 inches of space on benches, pews and similar seating facilities shall be considered one seat.

(5) When the calculation of the required number of off-street parking or freight loading spaces results in a fractional number, a fraction of 1/2 or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than 1/2 may be disregarded.

(6) In C-3 and South of Market Districts, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading. Where the 50 percent allowable substitution results in a fraction, the fraction shall be disregarded.

(b) The requirements for off-street parking and loading for any use not specifically mentioned in Sections 151 and 152 shall be the same as for a use specified which is similar, as determined by the Zoning Administrator.

(c) ~~*In DTR districts.*~~ *For all uses and all districts covered by Section 151.1*, the rules of calculation established by subsection (a) shall apply to the determination of maximum permitted spaces al allowed by Section 151.1.

SEC. 154. DIMENSIONS FOR OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE SPACES.

(a) Parking Spaces.

(1) Every required off-street parking space shall have a minimum area of 160 square feet, except as specified in Paragraph (a)(2) below. Every required space shall be of usable shape. The area of any such space shall be exclusive of driveways, aisles and maneuvering areas. The parking space requirements for the Bernal Heights Special Use District are set forth in Section 242.

(2) In the case of any structure or use for which four or more off-street parking spaces are required, the fourth such space may be a compact car space, and for each two spaces required in excess of four, the second such space may be a compact car space. For this purpose every compact car space shall have a minimum area of 127.5 square feet and shall be specifically marked and identified as a compact car space. For dwelling units or group housing within RED, SPD, RSD, SLR, SLI or SSO Districts, 100 percent compact sizes shall be permitted. Special provisions relating to the Bernal Heights Special Use District are set forth in Section 242.

(3) Ground floor ingress and egress to any off-street parking spaces provided for a structure or use, and all spaces to be designated as preferential carpool or van pool parking, and their associated driveways, aisles and maneuvering areas, shall maintain a minimum vertical clearance of seven feet.

(4) In DTR*,* ~~*and*~~ C-3, *RTO, and NCT* Districts, there shall be no minimum area or dimension requirements for off-street parking spaces, except as required elsewhere in this Code for spaces specifically designated for persons with

physical disabilities, nor shall they be required to be independently accessible. The use of mechanical parking lifts, valet services and other means to increase the efficiency of space devoted to parking are encouraged.

(b) Freight Loading and Service Vehicle Spaces. Every required off-street freight loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet, except as provided below.

(1) Minimum dimensions specified herein shall be exclusive of platform, driveways and maneuvering areas except that minimum vertical clearance must be maintained to accommodate variable truck height due to driveway grade.

(2) The first such space required for any structure or use shall have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet.

(3) Each substituted service vehicle space provided under Section 153(a)(6) of this Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a minimum vertical clearance of seven feet.

SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE FACILITIES.

Required off-street parking and freight loading facilities shall meet the following standards as to location and arrangement. In addition, facilities which are not required but are actually provided shall meet the following standards unless such standards are stated to be applicable solely to required facilities. In application of the standards of this Code for off-street parking and loading, reference may be made to provisions of other portions of the Municipal Code concerning off-street parking and loading facilities, and to standards of the Bureau of

Engineering of the Department of Public Works. Final authority for the application of such standards under this Code, and for adoption of regulations and interpretations in furtherance of the stated provisions of this Code shall, however, rest with the Department of City Planning.

(a) Every required off-street parking or loading space shall be located on the same lot as the use served by it, except as provided in Sections 159, 160 and 161 of this Code.

(b) Every required off-street parking or loading space shall be located in its entirety within the lot lines of private property.

(c) Every off-street parking or loading space shall have adequate means of ingress from and egress to a street or alley. Every required off-street parking or loading space shall be independently accessible, with the exception of a parking space for a minor second dwelling unit in an RH-1(S) District, or as otherwise provided by the Bernal Heights Special Use District set forth in Section 242. In C-3 Districts, if it is found, in accordance with the provisions of Section 309, that independently accessible spaces are infeasible due to site constraints, or in South of Market Districts if it is found, in accordance with the provisions of Section 307(g) of this Code, that independently accessible spaces for nonresidential activities are infeasible due to site constraints or that valet parking would provide a more convenient and efficient means of serving business clients, the substitution of attendant parking spaces for independently accessible spaces may be approved. Access to off-street loading spaces shall be from alleys in preference to streets.

Adequate reservoir space shall be provided on private property for entrance of vehicles to off-street parking and loading spaces, except with respect to spaces independently accessible directly from the street.

(1) For residential uses, independently accessible off-street parking spaces shall include spaces accessed by automated garages, or car elevators, provided that no car needs to be moved under its own power to access another car.

(d) All off-street freight loading and service vehicle spaces in the C-3-O, C-3-R, C-3-G, and South of Market Districts shall be completely enclosed and access from a public street or alley shall be provided by means of a private service driveway, which is totally contained within the structure. Such a private service driveway shall include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and shall be designed so as to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Any such private service driveway shall be of adequate width to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent street or alley is determined to be primarily used for building service, pursuant to the provisions of Section 309 in a C-3-O, C-3-R or C-3-G District, or the provisions of Section 307(g) in a South of Market District, up to fourspaces may be allowed to be individually accessible directly from such a street or alley.

(e) In a C-3 or South of Market District, where site constraints would make a consolidated freight loading and service vehicle facility impractical, service vehicle spaces required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage for the structure or other location separate from freight loading spaces.

(f) In a C-3 or South of Market District, whenever off-street freight loading spaces are provided, freight elevators immediately accessible from the loading dock shall be provided to all floors which contain uses that are included in the calculation of required number of freight loading spaces. If freight loading facilities are subterranean, the location and operation of freight elevators shall be designed, where feasible, to discourage use of freight elevators for deliveries from the ground floor. Directories of building tenants shall be provided at all freight elevators. A raised loading dock or receiving area shall be provided with sufficient dimensions to provide for short-term storage of goods. All required freight loading and service vehicle spaces shall be made available only to those vehicles at all times, and provision shall be made to minimize interference between freight loading and service operations, and garbage dumpster operations and storage.

(g) In order to discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than residential or hotel in a C-3 District, whether classified as an accessory or conditional use, which are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

(h) The internal layout of off-street parking and loading spaces, driveways, aisles and maneuvering areas shall be according to acceptable standards, and all spaces shall be clearly marked.

(i) For each 25 off-street parking spaces provided, one such space shall be designed and designated for handicapped persons.

(j) Except as provided by Section 155.1 and Section 155.2 below, for each 20 off-street parking spaces provided, one space shall be provided for parking of a bicycle. The most restrictive provisions of 155(j) or 155.4 shall prevail.

(k) Off-street parking and loading facilities shall be arranged so as to prevent encroachments upon sidewalk areas and adjacent properties, in the maneuvering, standing and storage of vehicles, by means of the layout of facilities and by use of bumper or wheel guards or such other devices as are necessary.

(l) Driveways crossing sidewalks shall be no wider than necessary for ingress and egress, and shall be arranged, to the extent practical, so as to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available to the public, and to minimize conflicts with pedestrian and transit movements.

(m) Every off-street parking or loading facility shall be suitably graded, surfaced, drained and maintained.

(n) Off-street parking and loading spaces shall not occupy any required open space, except as specified in Section 136 of this Code.

(o) No area credited as all or part of a required off-street parking space shall also be credited as all or part of a required off-street loading space, or used as all or part of an unrequired off-street loading space. No area credited as all or part of a required off-street loading space shall also be credited as all or part of a required off-street parking space, or used as all or part of an unrequired off-street parking space.

(p) Any off-street freight loading area located within 50 feet of any R District shall be completely enclosed within a building if such freight loading area is used in regular night operation.

(q) Rooftop parking shall be screened as provided in Section 141(d) of this Code.

(r) Protected Pedestrian- and Transit-Oriented Street Frontages. In order to preserve the pedestrian character of certain downtown and neighborhood commercial districts and to minimize delays to transit service, garage entries, driveways or other vehicular access to off-street parking or loading shall be regulated as follows on the following street frontages:

(1) Folsom Street, from Essex Street to the Embarcadero, not permitted except as set forth in Section 827.

(2) The entire portion of Market Street in the C-3*, NCT-3 and Upper Market NCT Districts, Hayes Street from Franklin Street to Laguna Street, Church Street in the NCT-3 and Upper Market NCT Districts, Van Ness Avenue from Hayes Street to Mission Street, Mission Street from 10th Street to Division Street,* not permitted.

(3) The entire portion of California Street, The Embarcadero, Folsom Street, Geary Street, Mission Street, Powell Street and Stockton Street in the C-3 Districts, ~~*and*~~ Grant Avenue from Market Street to Bush Street ~~*and*~~ Montgomery Street from Market Street to Columbus Avenue, *Haight Street from Market Street to Webster Street, Church Street and 16th Street in the RTO District, and Duboce Street from Noe Street to Market Street,* not permitted except with a conditional use permit.

(4) In C-3*, NCT and RTO* Districts, no curb cuts accessing off-street parking or loading shall be created or utilized on street frontages identified along any

Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation Element of the General Plan or official city bicycle routes or bicycle lanes, where an alternative frontage is available. For bicycle lanes, the prohibition on curb cuts applies to the side or sides of the street where bicycle lanes are located; for one-way bicycle routes or lanes, the prohibition on curb cuts shall apply to the right side of the street only, unless the officially adopted alignment is along the left side of the street. Where an alternative frontage is not available, parking or loading access along any Transit Preferential, Citywide Pedestrian Network or Neighborhood Commercial Streets as designated in the Transportation Element of the General Plan or official city bicycle lane or bicycle route, may be allowed as an exception in the manner provided in Section 309 *for C-3 Districts and in Section 303 for NCT and RTO districts* in cases where it can be clearly demonstrated that the final design of the parking access minimizes negative impacts to transit movement and to the safety of pedestrians and bicyclists to the fullest extent feasible.

(s) Off-Street Parking and Loading in C-3 Districts. In C-3 Districts, restrictions on the design and location of off-street parking and loading and access to off-street parking and loading are necessary to reduce their negative impacts on neighborhood quality and the pedestrian environment.

(1) Ground floor or below-grade parking and street frontages with active uses.

(A) All off-street parking in C-3 Districts (both as accessory and principal uses) shall be built no higher than the ground-level (up to a maximum ceiling height of 20 feet from grade) unless an exception to this requirement is granted in accordance with Section 309 and subsection

155(s)(2) or a conditional use is authorized in accordance with Section 303 and subsections 155(s)(2) or 155(s)(3) below.

(B) Parking at the ground-level to the full height of the ground-level parking shall be lined with active uses, as defined by Section 145.4(e), to a depth of at least 25 feet along all street frontages, except for space allowed for parking and loading access, building egress, and access to mechanical systems. So as not to preclude conversion of parking space to other uses in the future, parking at the ground-level shall not be sloped and shall have a minimum clear ceiling height of nine feet.

(i) Where a non-accessory off-street parking garage permitted under Section 223(m)--(p) is located in the Mid-Market area described below in subsection 155(s)(3)(B) and fronts more than one street of less than 45 feet in width, a conditional use may be granted in accordance with Section 303 that allows an exception to this requirement for one of the street frontages. The above provision authorizing such conditional use shall sunset eight years from the effective date of the ordinance enacting this subsection 155(s)(1)(A)(i).

(C) Parking allowed above the ground-level in accordance with an exception under Section 309 or a conditional use in accordance with Section 303 as authorized by subsections 155(s)(2) or 155(s)(3) shall be entirely screened from public rights-of-way in a manner that accentuates ground floor retail and other uses, minimizes louvers and other mechanical features and is in keeping with the overall massing and architectural vocabulary of the building's lower floors. So as not to preclude conversion of parking spaceto other uses in the future, parking allowed above the ground-level shall not be sloped and shall have a minimum clear ceiling height of nine feet.

(2) Residential accessory parking. For residential accessory off-street parking in C-3 Districts, two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of subsections 155(s)(2)(A) or 155(s)(2)(B) below:

(A) In a manner provided in Section 309 of this Code provided it can be clearly demonstrated that transportation easements or contaminated soil conditions make it practically infeasible to build parking below-ground. The determination of practical infeasibility shall be made based on an independent, third-party geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The Planning Director shall make a determination as to the objectivity of the study prior to the Planning Commission's consideration of the exception application under Section 309.

(B) As a conditional use in accordance with the criteria set forth in Section 303 of this Code, provided it can be clearly demonstrated that constructing the parking above-grade instead of underground would allow the proposed housing to meet affordability levels for which actual production has not met ABAG production targets as identified in the Housing Element of the General Plan.

(3) Non-accessory off-street parking garages. For non-accessory off-street parking garages in C-3 Districts permitted under Section 223(m)--(p), two additional floors of above-grade parking beyond the at-grade parking allowed by Section 155(s)(1), to a maximum ceiling height of 35 feet from grade, may be permitted subject to the provisions of subsections 155(s)(3)(A) or 155(s)(3)(B) below:

(A) As a conditional use in accordance with the criteria set forth in Section 303, provided it can be clearly demonstrated that transportation easements or contaminated soil conditions make it practically infeasible to build parking below-ground. The determination of practical infeasibility shall be made based on an independent, third-party geotechnical assessment conducted by a licensed professional and funded by the project sponsor. The Planning Director shall make a determination as to the objectivity of the study prior to the Planning Commission's consideration of the conditional use permit application.

(B) As a conditional use in accordance with the criteria set forth in Section 303, provided the site contains an existing non-accessory off-street surface parking lot with valid permits for such parking as of the effective date of the ordinance enacting this subsection and the site is located in the following Mid-Market area: Assessor's Block 0341, Lots 4 through 9 and 13; Block 0342, Lots 1, 2, 4, 7, 11, 12 and 13; Block 0350, Lots 1 through 4; Block 0355, Lots 3 through 12 and 15; Block 3507, Lot 39; Block 3508, Lots 1, 13, 18, 19, 22, 24 through 27, 39 and 40; Block 3509, Lots 18, 19, 36, 37 and 40 through 43; Block 3510, Lot 1; Block

3701, Lots 5, 8, 10, 11, 12, 20 through 24, 53, 59, 60, 63 and 64; Block 3702, Lots 1, 2, 37, 38, 39, 44, 44A, 45, 46, 47, 48, 48A, 51, 52, 53, 54, 56; Block 3703, Lots 1, 2, 3, 7, 10, 11, 12, 25, 26, 33. 40, 41, 50, 53, 56 through 68, 70, 74, 75, 76, 78 through 81, 84, 85 and 86; Block 3704, Lots 1, 3, 6, 9 through 13, 15, 17 through 22, 24, 35, 38, 39, 42, 43, 45, 62 and 67 through 79, Block 3725, Lot 78, 82, 86 through 91 and 93; Block 3727, Lot 1, 91, 94, 96, 97, 109, 117, 118, 120, 134, 168 and 173; Block 3728, Lot 1, 72, 75, 76, 81, 82, 83, 89, 103 and 105; and Block 0351, Lots 1, 22, 32, 33, 37, 39, 41, 43, 46, 47, 49, 50 and 51 This subsection 155(s)(3)(B) shall sunset eight years from the effective date of the ordinance enacting this subsection.

(4) Parking lots permitted in C-3 Districts as temporary uses according to Section 156(h) and expansions of existing above-grade publicly accessible parking facilities are not subject to the requirements of subsections 155(s)(1)--(3).

(5) Parking and Loading Access.

(A) Width of openings. Any single development is limited to a total of two facade openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for access to off-street parking and one facade opening of no more than 15 feet wide for access to off-street loading. Shared openings for parking and loading are encouraged. The maximum permitted width of a shared parking and loading garage opening is 27 feet.

(B) Porte cocheres to accommodate passenger loading and unloading are not permitted except as part of a hotel, inn or hostel use. For the purpose of this Section, a "porte cochere" is defined as an off-street driveway, either covered or uncovered, for the purpose of passenger loading or unloading, situated between the ground floor facade of the building and the sidewalk.

SEC. 156. PARKING LOTS.

(a) A "parking lot" is hereby defined as an off-street open area or portion thereof solely for the parking of passenger automobiles. Such an area or portion shall be considered a parking lot whether or not on the same lot as another use, whether or not required by this Code for any structure or use, and whether classified as an accessory, principal or conditional use.

(b) Where parking lots are specified in Articles 2 or 7 of this Code as a use for which conditional use approval is required in a certain district, such conditional use approval shall be required only for such parking lots in such district as are not qualified as accessory uses under Section 204.5 of this Code. The provisions of this Section 156 shall, however, apply to all parking lots whether classified as accessory, principal or conditional uses.

(c) In considering any application for a conditional use for a parking lot for a specific use or uses, where the amount of parking provided exceeds the amount classified as accessory parking in Section 204.5 of this Code, the City Planning Commission shall consider the criteria set forth in Section 157.

(d) Any parking lot for the parking of two or more automobiles which adjoins a lot in any R District, or which faces a lot in any R District across a street or alley, shall be screened from view therefrom, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height.

(e) Any parking lot for the parking of 10 or more automobiles within the C-3-O, C-3-R, C-3-S, or C-3-G Districts shall be screened from view from every street, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height.

(f) All artificial lighting used to illuminate a parking lot for any number of automobiles in any R, NC, C, or South of Market District shall be so arranged that all direct rays from such lighting fall entirely within such parking lot.

(g) No parking lot for any number of auto-mobiles shall have conducted upon it any dead storage or dismantling of vehicles, or any repair or servicing of vehicles other than of an emergency nature.

(h) No permanent parking lot shall be permitted in C-3-O, C-3-R, ~~and~~ C-3-G*, and NCT* Districts; temporary parking lots may be approved as conditional uses pursuant to the provisions of Section 303 for a period not to exceed two years from the date of approval; permanent parking lots in C-3-S Districts shall be permitted only as a conditional use.

(i) Any parking lot approved pursuant to zoning categories .25, .27 and .29 of Sections 813 through 818 of this Code shall be screened from views from every street, except at driveways necessary for ingress and egress, by a solid fence or a solid wall not less than four feet in height, except where this requirement would prevent otherwise feasible use of the subject lot as an open space or play area for nearby residents.

SEC. 166. CAR SHARING.

(a) Findings. The Board hereby finds and declares as follows: One of the challenges posed by new development is the increased number of privately-owned automobiles it brings to San Francisco's congested neighborhoods. Growth in the number of privately-owned automobiles increases demands on the City's limited parking supply and often contributes to increased traffic congestion, transit delays, pollution and noise. Car-sharing can mitigate the negative impacts of new development by reducing the rate of individual car-ownership per household, the average number of vehicle miles driven per household and the total amount of automobile-generated pollution per household. Accordingly, car-sharing services should be supported through the Planning Code when a car-sharing organization can demonstrate that it reduces: (i) the number of individually-owned automobiles per household; (ii) vehicle miles traveled per household; and (iii) vehicle emissions generated per household.

(b) Definitions. For purposes of this Code, the following definitions shall apply:

(1) A "car-share service" is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is designed to complement existing transit and bicycle transportation systems by providing a practical alternative to private motor vehicle ownership, with the goal of reducing over-dependency on individually owned motor vehicles. Car share vehicles must be located at unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by members 24 hours per day. A car share service shall provide automobile insurance for its members when using

car share vehicles and shall assume responsibility for maintaining car share vehicles.

(2) A "certified car-share organization" is any public or private entity that provides a membership-based car-share service to the public and manages, maintains and insures motor vehicles for shared use by individual and group members. To qualify as a certified car-share organization, a car-share organization shall submit a written report prepared by an independent third party academic institution or transportation consulting firm that clearly demonstrates, based on a statistically significant analysis of quantitative data, that such car-sharing service has achieved two or more of the following environmental performance goals in any market where they have operated for at least two years: (i) lower household automobile ownership among members than the market area's general population; (ii) lower annual vehicle miles traveled per member household than the market area's general population; (iii) lower annual vehicle emissions per member household than the market area's general population; and (iv) higher rates of transit usage, walking, bicycling and other non-automobile modes of transportation usage for commute trips among members than the market area's general population. This report shall be called a Car-sharing Certification Study and shall be reviewed by Planning Department staff for accuracy and made available to the public upon request. The Zoning Administrator shall only approve certification of a car-share organization if the Planning Department concludes that the Certification Study is technically accurate and clearly demonstrates that the car-share organization has achieved two or more of the above environmental performance goals during a two-year

period of operation. The Zoning Administrator shall establish specific quantifiable performance thresholds, as appropriate, for each of the three environmental performance goals set forth in this subsection.

(3) The Planning Department shall maintain a list of certified car-share organizations that the Zoning Administrator has determined satisfy the minimum environmental performance criteria set forth in subsection 166(b)(2) above. Any car-share organization seeking to benefit from any of the provisions of this Code must be listed as a certified car-share organization.

(4) An "off-street car-share parking space" is any parking space generally complying with the standards set forth for the district in which it is located and dedicated for current or future use by any car share organization through a deed restriction, condition of approval or license agreement. Such deed restriction, condition of approval or license agreement must grant priority use to any certified car-share organization that can make use of the space, although such spaces may be occupied by other vehicles solong as no certified car-share organization can make use of the dedicated car-share spaces. Any off-street car-share parking space provided under this Section must be provided as an independently accessible parking space. In new parking facilities that do not provide any independently accessible spaces other than those spaces required for disabled parking, off-street car-share parking may be provided on vehicle lifts so long as the parking space is easily accessible on a self-service basis 24 hours per dayto members of the certified car-share organization. Property owners may enact reasonable security measures to ensure such 24-hour access does not jeopardize the safety and security of the larger parking facility

where the car-share parking space is located so long as such security measures do not prevent practical and ready access to the off-street car-share parking spaces.

(5) A "car-share vehicle" is a vehicle provided by a certified car share organization for the purpose of providing a car share-service.

(6) A "property owner" refers to the owner of a property at the time of project approval and its successors and assigns.

(b) Requirements for Provision of Car-Share Parking Spaces.

(1) In newly constructed buildings containing residential uses or existing buildings being converted to residential uses, if parking is provided, car-share parking spaces shall be provided in the amount specified in Table 166. *In newly constructed buildings in NCT Districts or the Van Ness and Market Downtown Residential Special Use District containing parking for non-residential uses. including non-accessory parking in a garage or lot. car-share parking spaces shall be provided in the amount specified in Table 166.*

Table 166

REQUIRED CAR SHARE PARKING SPACES

Number of Residential Units	Number of Required Car Share Parking Spaces
0--49	0
50--200	1
201 or more	1, plus 1 for every 200 dwelling units over 200
Number of Parking Spaces Provided for Non-Residential Uses or in a Non-Accessory Parking Facility	***Number of Required Car Share Parking Spaces***
0-24	*0*

25-49	*1*
50 or more	*1, plus 1 for every 50 parking spaces over 50*

(2) The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. At the election of the property owner, the car-share spaces may be provided (i) on the building site, (ii) on another off-street site within 800 feet of the building site.

(3) Off-Street Spaces. If the car-share space or spaces are located on the building site or another off-street site:

(A) The parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;

(B) Prior to Planning Department approval of the first building or site permit for a building subject to the car share requirement, a Notice of Special Restriction on the property shall be recorded indicating the nature of requirements of this Section and identifying the minimum number and location of the required car-share parking spaces. The form of the notice and the location or locations of the car-share parking spaces shall be approved by the Planning Department;

(C) All car-share parking spaces shall be constructed and provided at no cost concurrently with the construction and sale of units; and

(D) if it is demonstrated to the satisfaction of the Planning Department that no certified car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car-share vehicles; provided, however, that upon ninety (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non car-sharing leases for such spaces and shall make the spaces available to the car-share organization for its use of such spaces.

(c) Provision of a required car-share parking space shall not be counted against the number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use.

(d) The Planning Department shall maintain a publicly-accessible list, updated quarterly, of all projects approved with required off-street car share parking spaces. The list shall contain the Assessor's Block and Lot number, address, number of required off-street car share parking spaces, project sponsor or property owner contact information and other pertinent information as determined by the Zoning Administrator.

SEC. 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS.

(a) In DTR*,* ~~*and*~~ C-3*, RTO, and NCT* Districts, all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Renters or buyers of on-site inclusionary affordable units provided pursuant to Section 315 shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units*, and at a* price determined by the Mayor's Office of Housing, subject to procedures adopted by the Planning Commission notwithstanding any other provision of Section 315 et seq.

.(b) Exception. The Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

SEC. 201. CLASSES OF USE DISTRICTS.

In order to carry out the purposes and provisions of this Code, the City is hereby divided into the following classes of use districts:

P	Public Use Districts
RH-1(D)	Residential, House Districts, One-Family (Detached Dwellings)
RH-1	Residential, House Districts, One-Family
RH-1(S)	Residential, House Districts, One-Family with Minor Second Unit
RH-2	Residential, House Districts, Two-Family
RH-3	Residential, House Districts, Three-Family
RM-1	Residential, Mixed Districts, Low Density
RM-2	Residential, Mixed Districts, Moderate Density
RM-3	Residential, Mixed Districts, Medium Density
RM-4	Residential, Mixed Districts, High Density
RC-1	Residential-Commercial Combined Districts, Low Density
RC-2	Residential-Commercial Combined Districts, Moderate Density
RC-3	Residential-Commercial Combined Districts, Medium Density
RC-4	Residential-Commercial Combined Districts, High Density
RTO	*Residential, Transit-Oriented Neighborhood Districts*
Neighborhood Commercial Districts (Also see Article 7)	

General Area Districts	
NC-1	Neighborhood Commercial Cluster District
NC-2	Small-Scale Neighborhood Commercial District
NC-3	Moderate-Scale Neighborhood Commercial District
NC-S	Neighborhood Commercial Shopping Center District
Individual Area Districts	
Broadway Neighborhood Commercial District	
Castro Street Neighborhood Commercial District	
Inner Clement Street Neighborhood Commercial District	
Outer Clement Street Neighborhood Commercial District	
Upper Fillmore Street Neighborhood Commercial District	
Haight Street Neighborhood Commercial District	
Hayes-Gough Neighborhood Commercial District	
Inner Sunset Neighborhood Commercial District	
Upper Market Street Neighborhood Commercial District	
North Beach Neighborhood Commercial District	
Polk Street Neighborhood Commercial District	
Sacramento Street Neighborhood Commercial District	
Union Street Neighborhood Commercial	

District	
Valencia Street Neighborhood Commercial District	
24th Street-Mission Neighborhood Commercial District	
24th Street-Noe Valley Neighborhood Commercial District	
West Portal Avenue Neighborhood Commercial District	
Neighborhood Commercial Transit Districts (NCT)	
NCT-3	*Moderate Scale Neighborhood Commercial Transit District*
Individual Area Neighborhood Commercial Transit (NCT) Districts	
Hayes-Gough NCT	
Upper Market Street NCT	
Chinatown Mixed Use Districts **(Also see Article 8)**	
CCB	**Chinatown Community Business District**
CR/NC	**Chinatown Residential/Neighborhood Commercial District**
CVR	**Chinatown Visitor Retail District**
C-1	**Neighborhood Shopping Districts**
C-2	**Community Business Districts**
C-M	**Heavy Commercial Districts**
C-3-O	**Downtown Office District**
C-3-R	**Downtown Retail District**
C-3-G	**Downtown General Commercial District**
C-3-S	**Downtown Support District**
M-1	**Light Industrial Districts**
M-2	**Heavy Industrial Districts**

South of Market Use Districts (Also see Article 8)	
RED	Residential Enclave Districts
SPD	South Park District
RSD	Residential Service District
SLR	Service/Light Industrial/Residential District
SLI	Service/Light Industrial District
SSO	Service/Secondary Office District
Downtown Residential Districts (Also see Article 8)	
RH DTR	Rincon Hill Downtown Residential
Mission Bay Districts (Also see Article 9)	
MB-R-1	Mission Bay Lower Density Residential District
MB-R-2	Mission Bay Moderate Density Residential District
MB-R-3	Mission Bay High Density Residential District
MB-NC-2	Mission Bay Small Scale Neighborhood Commercial District
MB-NC-3	Mission Bay Moderate Scale Neighborhood Commercial District
MB-NC-S	Mission Bay Neighborhood Commercial Shopping Center District
MB-O	Mission Bay Office District
MB-CI	Mission Bay Commercial-Industrial District
MB-H	Mission Bay Hotel District
MB-CF	Mission Bay Community Facilities District
MB-OS	Mission Bay Open Space District

SEC. 207.4. DENSITY OF DWELLING UNITS IN NEIGHBORHOOD COMMERCIAL DISTRICTS.

The density of dwelling units in Neighborhood Commercial Districts shall be as stated in the following subsections:

(a) The rules for calculation of dwelling unit densities set forth in Section 207.1 of this Code shall apply in Neighborhood Commercial Districts, except that any remaining fraction of 1/2 or more of the minimum amount of lot area per dwelling unit shall be adjusted upward to the next higher whole number of dwelling units.

The dwelling unit density in Neighborhood Commercial Districts shall be at a density ratio not exceeding the number of dwelling units permitted in the nearest Residential District, provided that the maximum density ratio shall in no case be less than the amount set forth in the following table. The distance to each Residential District shall be measured from the midpoint of the front lot line or from a point directly across the street therefrom, whichever permits the greater density.

NC District	Residential Density Limits
NC-1	One dwelling unit for each 800 sq. ft of lot area.
NC-2	
NC-S	
Inner Sunset	
Sacramento Street	
West Portal Avenue	
NC-3	One dwelling unit for each 600 sq. ft. of lot area.
Castro Street	
Inner Clement Street	
Outer Clement Street	
Upper Fillmore Street	
Haight Street	

Union Street	
Valencia Street	
24th Street-Mission	
24th Street-Noe Valley	
Broadway	One dwelling unit for each 400 sq. ft. of lot area.
Hayes-Gough	
Upper Market Street	
North Beach	
Polk Street	

(b) The dwelling unit density for dwellings specifically designed for and occupied by senior citizens or physically handicapped persons shall be at a density ratio not exceeding twice the number of dwelling units permitted by the limits set forth in Subsection (a).

(c) The dwelling unit density in NCT districts, as listed in Section 702.1(b), shall not be limited by lot area, but by the applicable requirements and limitations elsewhere in this Code, including but not limited to height, bulk, setbacks, open space, exposure, and unit mix.

SEC. 208. DENSITY LIMITATIONS FOR GROUP HOUSING.

Except for single room occupancy units in the South of Market Special Use District, the density limitations for group housing, as described in Sections 209.2(a), (b), and (c), 790.88(b) and 890.88(b) of this Code, shall be as follows:

(a) The maximum number of bedrooms on each lot shall be as specified in the following table for the district in which the lot is located, *except that in RTO and all NCT districts the density of group housing shall not be limited by lot area, and* except that for lots in NC Districts, the group housing density shall not exceed the number of bedrooms permitted in the nearest Residential District provided that the maxi-mum density not be less than the amount permitted by the ratio specified for the NC District in which the lot is located.

Table 208

MAXIMUM DENSITY FOR
GROUP HOUSING

District	Minimum Number of Square Feet of Lot Area for Each Bedroom
RH-2	415
RH-3, RM-1, RC-1	275
RM-2, RC-2	210
RM-3, RC-3	140
RM-4, RC-4	70
NC-1	275
NC-2	
NC-S	
Inner Sunset	
Sacramento Street	
West Portal Avenue	
NC-3	210
NC-S	
Castro Street	
Inner Clement Street	
Outer Clement Street	
Upper Fillmore Street	
Haight Street	

Union Street	
Valencia Street	
24th Street-Mission	
24th Street-Noe Valley	
Broadway	140
~~*Hayes-Gough*~~	
Upper Market Street	
North Beach	
Polk Street	
Chinatown Community Business	70
Chinatown Residential Neighborhood Commercial	
Chinatown Visitor Retail	
RED	140
RSD, SLR, SLI and SSO	70
SPD	210

(b) For purposes of calculating the maximum density for group housing as set forth herein, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.

(c) The rules for calculation of dwelling unit densities set forth in Section 207.1 shall also apply in calculation of the density limitations for group housing, except that in NC

													ratio up to one dwelling unit for each 3,000 square feet of lot area, but no more than three dwelling units per lot, if authorized as a conditional use by the City Planning Commission.
		C	NA	NA	NA	NA	NA	*NA*	NA	NA	NA	NA	(g) Dwelling at a density ratio up to one dwelling unit for each 1,500 square feet of lot area, if authorized as a conditional use by the City Planning Commission.
			C	NA	NA	NA	NA	*NA*	NA	NA	NA	NA	(h) Dwelling at a density ratio up to one dwelling unit for each 1,000 square feet of lot area, if authorized as a conditional use by the City Planning Commission.
				P	NA	NA	NA	*NA*	P	NA	NA	NA	(i) Dwelling

													at a density ratio not exceeding one dwelling unit for each 800 square feet of lot area.
					P	NA	NA	*NA*		P	NA	NA	(j) Dwelling at a density ratio not exceeding one dwelling unit for each 600 square feet of lot area.
						P	NA	*NA*			P	NA	(k) Dwelling at a density ratio not exceeding one dwelling unit for each 400 square feet of lot area.
							P	*NA*				P	(l) Dwelling at a density ratio not exceeding one dwelling unit for each 200 square feet of lot area; provided, that for purposes of this calculation a dwelling unit in these districts

													containing no more than 500 square feet of net floor area and consisting of not more than one habitable room in addition to a kitchen and a bathroom may be counted as equal to 3/4 of a dwelling unit.
P	P	P	P	P	P	P	P	*NA*	P	P	P	P	(m) Dwelling specifically designed for and occupied by senior citizens or physically handicapped persons, at a density ratio or number of dwelling units not exceeding twice the number of dwelling units otherwise permitted above as a principal use in the district. Such dwellings

													shall be limited to such occupancy for the actual lifetime of the building by the requirements of State or Federal programs for housing for senior citizens or physically handicapped persons, or otherwise by design features and by legal arrangements approved as to form by the City Attorney and satisfactory to the Department of City Planning.
								P					*(n) Dwelling at a density not limited by lot area, but by the applicable requirements and limitations elsewhere in this Code, including but*

														not limited to height, bulk, setbacks, open space, exposure, and unit mix.

SEC. 209.2. OTHER HOUSING.

RH-1 (D)	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
			C	C	P	P	P	P	*P*	P	P	P	P	(a) Group housing, boarding: Providing lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time and housing six or more persons in a space not defined by this Code as a dwelling unit. Such group housing shall include but not necessarily be limited to a boardinghouse, guesthouse, rooming house,

													lodging house, residence club, commune, fraternity and sorority house but shall not include group housing for religious orders or group housing for medical and educational institutions, whether on a separate lot or part of an institution, as defined and regulated by this Code. The density limitations for group housing, by district, shall be as set forth in Section 208 of this Code.
		C	C	P	P	P	P	*P*	P	P	P	P	(b) Group housing, religious orders: Providing lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time and housing six

Districts, any remaining fraction of 1/2 or more of the maximum amount of lot area per bedroom shall be adjusted upward to the next higher whole number of bedrooms.

(d) The group housing density in RTO districts and all NCT districts, as listed in Section 702.1(b), shall not be limited by lot area, but by the applicable requirements and limitations elsewhere in this Code, including but not limited to height, bulk, setbacks, open space, and exposure.

SEC. 209.1. DWELLINGS.

RH-1 (D)	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
P	NA	NA	NA	NA	NA	NA	NA	NA	*NA*	NA	NA	NA	NA	(a) One-family dwelling having side yards
	P	P	P	P	P	P	P	P	*P*	P	P	P	P	(b) Other one-family dwelling.
		P	NA	NA	NA	NA	NA	NA	*NA*	NA	NA	NA	NA	(c) Two-family dwelling with the second dwelling unit limited to 600 square feet of net floor area.
			P	P	P	P	P	P	*P*	P	P	P	P	(d) Other two-family dwelling.
				P	P	P	P	P	*P*	P	P	P	P	(e) Three-family dwelling.
	C	C	NA	NA	NA	NA	NA	NA	*NA*	NA	NA	NA	NA	(f) Dwelling at a density

													or more persons in a space not defined by this Code as a dwelling unit, where such housing is for members of a religious order calling for collective work or worship and is not defined as, or on the same lot as, a religious institution as defined and regulated by Section 209.3(j) of this Code. Such housing shall include but not necessarily be limited to a monastery, nunnery, convent and ashram. The density limitations for group housing, by district, shall be as set forth in Section 208 of this Code.
		C	C	C	C	C	C	*C*	C	C	C	C	(c) Group housing, medical and educational

													institutions: Providing lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time and housing six or more persons in a space not defined by this Code as a dwelling unit, where such facility is affiliated with and operated by a medical or educational institution as defined and regulated by Sections 209.3(a), (g), (h) and (i) of this Code but not located on the same lot as such institution and not used for inpatient care. Such housing shall meet the applicable provisions of Section 304.5

													of this Code concerning institutional master plans. The density limitations for group housing, by district, shall be as set forth in Section 208 of this Code.
		C	C	C	C	C	C	*C*	C	C	C	C	(d) Hotel, inn or hostel containing no more than five rooms or suites of rooms, none with individual cooking facilities, which are offered for compensation and are primarily for the accommodation of transient overnight guests. A hotel, inn or hostel shall not include a motel as defined and regulated by Section 216(c) of this Code.
									C	C	C	C	(e) Hotel, inn or hostel as specified in Subsection 209.2(d) above but with six or more

													guestrooms or suites.

SEC. 209.3. INSTITUTIONS.

RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
C	C	C	C	C	C	C	C	*C*	C	C	C	C	(a) Hospital, medical center or other medical institution which includes facilities for inpatient care and may also include medical offices, clinics, laboratories, and employee or student dormitories and other housing, operated by and affiliated with the institution, which institution has met the applicable provisions of Section 304.5 of this Code concerning institutional master plans.
P	P	P	P	P	P	P	P	*P*	P	P	P	P	(b) Residential care facility

													providing lodging, board and care for a period of 24 hours or more to six or fewer persons in need of specialized aid by personnel licensed by the State of California. Such facility shall display nothing on or near the facility which gives an outward indication of the nature of the occupancy except for a sign as permitted by Article 6 of this Code, shall not provide outpatient services and shall be located in a structure which remains residential in character. Such facilities shall include but not necessarily be limited to a board and care home, family care home,

													long-term nursery, orphanage, rest home or home for the treatment of addictive, contagious or other diseases or psychological disorders.
C	C	C	C	C	C	C	C	*C*	C	C	C	C	(c) Residential care facility meeting all applicable requirements of Subsection 209.3(b) above but providing lodging, board and care as specified therein to seven or more persons.
									C	C	C	C	(d) Social service or philanthropic facility providing assistance of a charitable or public service nature and not of a profitmaking or commercial nature. (With respect to RC Districts, see also Section 209.9(d).)

P	P	P	P	P	P	P	P	P	*P*	P	P	P	P	(e) Child-care facility providing less than 24-hour care for 12 or fewer children by licensed personnel and meeting the open-space and other requirements of the State of California and other authorities.
C	C	C	C	C	C	C	C	C	*C*	C	C	C	C	(f) Child-care facility providing less than 24-hour care for 13 or more children by licensed personnel and meeting the open-space and other requirements of the State of California and other authorities. (With respect to RC Districts, see also Section 209.9(d).)
C	C	C	C	C	C	C	C	C	*C*	C	C	C	C	(g) Elementary school, either public or private. Such institution may

													include employee or student dormitories and other housing operated by and affiliated with the institution. (With respect to RC Districts, see also Section 209.9(d).)
C	C	C	C	C	C	C	C	*C*	C	C	C	C	(h) Secondary school, either public or private, other than a school having industrial arts as its primary course of study. Such institution may include employee or student dormitories and other housing operated by and affiliated with the institution. (With respect to RC Districts, see also Section 209.9(d).)
C	C	C	C	C	C	C	C	*C*	C	C	C	C	(i) Post secondary educational institution for the purposes of academic,

															professional, business or fine arts education, which institution has met the applicable provisions of Section 304.5 of this Code concerning institutional master plans. Such institution may include employee or student dormitories and other housing operated by and affiliated with the institution. Such institution shall not have industrial arts as its primary course of study.
C	C	C	C	C	C	C	C	C	*C*	C	C	C	C	C	(j) Church or other religious institution which has a tax-exempt status as a religious institution granted by the United States Government, and which institution is used primarily for collective worship or ritual

													or observance of common religious beliefs. Such institution may include, on the same lot, the housing of persons who engage in supportive activity for the institution. (With respect to RC Districts, see also Section 209.9(d).)
									P	P	P	P	(k) Medical cannabis dispensary as defined by Section 3301(f) of the San Francisco Health Code provided that: (a) the medical cannabis dispensary has applied for a permit from the Department of Public Health pursuant to Section 3304 of the San Francisco Health Code; (b) if medical cannabis is smoked on the premises, the

													parcel containing the medical cannabis dispensary is located not less than 1,000 feet from the parcel containing the grounds of an elementary or secondary school, public or private, or recreation buildings as defined in Section 209.4(a) of this Code, unless not required by State law, and, regardless of whether medical cannabis is smoked on the premises, if the dispensary was not in operation as of April 1, 2005, as defined in subsection (i), it is located not less than
													1,000 feet from the parcel containing the grounds of an elementary or secondary

													school, public or private, or recreation buildings as defined in Section 209.4(a) of this Code; (c) if medical cannabis is smoked on the premises the dispensary shall provide adequate ventilation within the structure such that doors and/or windows are not left open for such purposes resulting in odor emission from the premises; (d) regardless of whether medical cannabis is smoked on the premises the parcel containing the medical cannabis dispensary is not located on the same parcel as a facility providing substance

abuse services that is licensed or certified by the State of California or funded by the Department of Public Health; (e) no alcohol is sold or distributed on the premises for on or off-site consumption; (f) upon acceptance of a complete application for a building permit for a medical cannabis dispensary the Planning Department shall cause a notice to be posted on the proposed site and shall cause written notice to be sent via U.S. Mail to all properties within 300 feet of the subject lot in the same Assessor's Block and on the block face across from the subject lot as well as to all

													individuals or groups which have made a written request for notification of regarding specific properties, areas or medical cannabis dispensaries; (g) all building permit applications shall be held for a period of 30 calendar days from the date of the mailed notice to allow review by residents, occupants, owners of neighborhood properties and neighborhood groups; and (h) after this 30 day period, the Planning Commission shall schedule a hearing to consider whether to exercise its discretionary review powers over the building permit

														application for a medical cannabis dispensary. The scheduling and the mailed notice
														for this hearing shall be processed in accordance with Section 312(e) of this Code; (i) Medical cannabis dispensaries that can demonstrate to the Planning Department, based on any criteria it may develop, they were in operation as of April 1, 2005 and have remained in continuous operation since then, have 18 months from the effective date of this legislation to obtain a permit or must cease operations at the end of that 18 month period, or upon

													denial of a permit application if it occurs before the end of that 18 month period. Medical cannabis dispensaries that were in operation as of April 1, 2005, and were not in continuous operation since then, but can demonstrate to the Planning Department, based on any criteria it may develop, that the reason for their lack of continuous operation was not closure due to an actual violation of federal, state or local law, also have 18 months from the effective date of this legislation to obtain a permit or must cease operations at the end of that 18 month period, or upon

													denial of a permit application if it occurs before the end of that 18 month period. Notwithstanding the foregoing, in no case shall a dispensary that had or has a suspended or revoked permit be considered to be in continuous operation. Any dispensary operating in a Residential-House or Residential-Mixed district of the City or which began operation after April 1, 2005, must immediately cease operations; (j) any permit issued for a medical cannabis dispensary shall contain the following statement in bold-face type: "Issuance of

													this permit by the City and County of San Francisco is not intended to and does not authorize the violation of State or Federal law."

SEC. 209.4. COMMUNITY FACILITIES.

I-))	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
C	C	C	C	C	C	C	C	C	*C*	C	C	C	C	(a) Community clubhouse, neighborhood center, community cultural center or other community facility not publicly owned but open for public use, in which the chief activity is not carried on as a gainful business and whose chief function is

													the gathering of persons from the immediate neighborhood in a structure for the purposes of recreation, culture, social interaction or education other than that regulated by Section 209.3 of this Code. (With respect to RC Districts, see also Section 209.9(d).)
									C	C	C	C	(b) Private lodge, private clubhouse, private recreational facility or community facility other than as specified in Subsection 209.4(a) above, and which is not operated as a gainful business. (With respect to RC Districts, see also Section

													209.9(d).)

SEC. 209.5. OPEN RECREATION AND HORTICULTURE.

RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
C	C	C	C	C	C	C	C	*C*	P	P	P	P	(a) Open recreation area not publicly owned which is not screened from public view, has no structures other than those necessary and incidental to the open land use, is not operated as a gainful business and is devoted to outdoor recreation such as golf, tennis or riding.
P	P	P	P	P	P	P	P	*P*	P	P	P	P	(b) Open space used for horticultural or passive recreational

														purposes which is not publicly owned and is not screened from public view, has no structures other than those necessary and incidental to the open land use, is not served by vehicles other than normal maintenance equipment, and has no retail or wholesale sales on the premises. Such open space may include but not necessarily be limited to a park, playground, plant nursery, rest area, community garden or neighborhood garden.
P	P	P	P	P	P	P	P	P	*C*	P	P	P	P	(c) Greenhouse,

														plant nursery, truck garden or other land or structure devoted to cultivation of plants of any kind, either with or without retail or wholesale sales on the premises. (With respect to RC Districts, see also Section 209.9(d).)

SEC. 209.6. PUBLIC FACILITIES AND UTILITIES.

RH-1 (D)	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
P	P	P	P	P	P	P	P	P	*P*	P	P	P	P	(a) Public structure or use of a nonindustrial character, when in conformity with the Master Plan. Such structure or use shall not include a storage yard, incinerator, machine shop, garage or

															similar use.
C		C	C	C	C	C	C	C	C	*C*	C	C	C	C	(b) Utility installation, including but not necessaril limited to wate gas, electric, transportation or communicatio utilities, or public service facility, except as stated in Section 209.6(c), provided that operating requirements necessitate placement at this location.
C		C	C	C	C	C	C	C	C	*C*	C	C	C	C	(c) Utility Installation that is an Internet Services Exchange defined as a location that contains any of the following uses (excluding any commercial wireless transmitting, receiving or relay facility described in Sections 227(h) and 227(i)): switching equipment

														(whether wireline or wireless) that joins or connects occupants, customers or subscribers to enable customers or subscribers to transmit data, voice or video signals to each other; one or more computer systems and related equipment used to build, maintain or process data, voice or video signals and provide other data processing services; or a group of network servers.

SEC. 209.7. VEHICLE STORAGE AND ACCESS.

RH-1 D)	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
	C	C	C	C	C	C	C	C	*NP*	C	C	C	C	(a) Community garage,

														confined to the storage of private passenger automobiles of residents of the immediate vicinity, and meeting the requirements of Article 1.5 of this Code.
NA	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*C*	*NA*	*NA*	*NA*	*NA*	*(b) Shared community garage. confined to the storage of private passenger automobiles of residents of the immediate vicinity, and meeting the siting and design requirements of Section 155(r) and 144., and the car share requirements of section 166.*
C	C	C	C	C	C	C	C	C	*C*	P	P	P	P	~~(b)~~ *(c)* Access driveway to property in C or M District, or to property in

													an R District in which the permitted dwelling unit density is greater than that permitted in the district where the driveway is located, provided that a solid fence, solid wall, or compact evergreen hedge, not less than six feet in height, is maintained along such driveway to screen it from any adjoining lot in any R District. Such driveway shall meet the applicable requirements of Article 1.5 of this Code.
C	C	C	C	C	C	C	C	*C*	C	C	C	C	~~(c)~~ *(d)* Off-street parking facility to

													serve a use permitted in any R District, when such parking is not classified as accessory parking for such use, under the provisions of Section 204.5 of this Code, in terms of its location and amount. Such parking shall meet, where applicable, the requirements of Section 156 for parking lots, Section 159 for parking not on the same lot as the building or use served, and the other provisions of Article 1.5 of this Code. In considering any application for a

													conditional use for such parking where the amount of parking provided exceeds the amount classified as accessory parking in Section 204.5, the Planning Commission shall consider the criteria set forth in Section 157 of this Code. *In RTO districts, such parking shall also be subject to criteria and requirements o f Sections 158.1, 144, and 155(r).*

SEC. 209.8. COMMERCIAL ESTABLISHMENTS.

RH-1 (D)	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
										P	NA	NA	NA	(a) Exce for massage establishments as noted in Section 218.1, retail, personal service or other commercial establishment permitted as a principal use in a C 1 District, which is located within or below the ground story of a building; excluding any establishment designed primarily for

														customers arriving at that establishment by private motor vehicle.
										C	NA	NA	NA	(b) Except for massage establishments as noted in Section 218.1, retail, personal service or other commercial establishment permitted as a principal use in a C-1 District, which is located in a building above the ground story; excluding any establishment designed primarily for

														custome arriving that establish ent by private motor vehicle.
											P	P	P	(c) Exce for massage establish ents as noted in Section 218.1, retail, personal service other commerci l establish ent permitted as a principal use in a C-2 District, which is located within or below the ground story of a building; excluding any establishment designed primarily

														for customers arriving at that establishment by private motor vehicle.
											C	C	C	(d) Except for massage establishments as noted in Section 218.1, retail, personal service or other commercial establishment permitted as a principal use in a C-2 District, which is located in a building above the ground story; excluding any establishment designed primarily

														for customer arriving a that establishment by private motor vehicle.
									P					*(e) Any use meeting th standards and limitations set forth in Section 230: Limited Corner Commerc Uses in RTO Districts.*

SEC. 209.9. OTHER USES.

RH-1(D)	RH-1	RH-1 (S)	RH-2	RH-3	RM-1	RM-2	RM-3	RM-4	*RTO*	RC-1	RC-2	RC-3	RC-4	
P	P	P	P	P	P	P	P	P	*P*	P	P	P	P	(a) Sale or lease sign, as defined and regulated by Article 6 of this Code.
C	C	C	C	C	C	C	C	C	*C*	C	C	C	C	(b)

														Planned Unit Development, as defined and regulated by Section 304 and other applicable provisions of this Code.
SEE SECTIONS 205 THROUGH 205.2														(c) Temporary uses, as specified in and regulated by Sections 205 through 205.2 of this Code.
										P	P	P	P	(d) Any use as specified in, and regulated by, Sections 209.3(d), (f), (g), (h), (j); 209.4(a), (b); or 209.5(c) of this Code, when located in or below the ground story of a building and not above the ground story.

C		C	C	C	C	C	C	C	C	*C*					(e) Any use listed a a principal or conditional use permitted in an RC-1 District, when locate in a structure on a landmark site designated pursuant to Article 10 of this Code, provided that:
															(1) No application fo a conditional use under this provision shall be accepted for filing until a period of 180 days shall have elapsed after the dat of designation of the landmark; and
															(2) No conditional u shall be authorized under this provision unless such authorization conforms to the applicable provisions of Section 303 of this Code and, in addition, unless the specific us so authorized is essential to the feasibility of retaining and preserving the landmark.

C	C	C	C	C	C	C	C	C	*C*					(f) Subject to Section 233(a), live/work units in existing structures, including additions and expansions thereof, provided that one or more arts activities as defined in Section 102.2 of this Code are the primary nonresidential use within the live/work unit, that other nonresidential activities are limited to those otherwise permitted in the district or otherwise conditional in the district and specifically approved as a conditional use, and further subject to Section 303(c)(6)(B) where that Section applies.

										P	P	P	P	(g) Subject to Section 233(a), live/work units, provided that one or more arts activities as defined in Section 102.2 of this Code are the primary non-residential use within the live/work unit, and that other nonresidential activities are limited to activities otherwise permitted in the district or otherwise conditional in the district and specifically approved as a conditional use.
C	C	C	C	C	C	C	C	C	C	P	P	P	P	(h) Subject to Section 233(a), live/work units, whether or not included above, which satisfy the conditions of Section 233(b) of this Code.
										P	P	P	P	(i) Arts activities except those uses subject to Sections 209.3(d) or (h).

C	C	C	C	C	C	C	C	C	*C*	C	C	C	C	(j) Mortuary and columbarium uses located on a landmark site, and where the site is within a Height and Bulk District of 40 feet or less, and where a columbarium use has lawfully and continuously operated since the time of designation. "Columbarium use" shall be defined as a use which provides for the storage of cremated remains in niches.

SEC. 234.2. CONDITIONAL USES, P DISTRICTS.

The following uses shall be subject to approval by the City Planning Commission, as provided in Section 303 of this Code:

(a) Those uses listed in Sections 209.3(d), (e), (f), (g), (h), (i), (j); 209.4(a); 209.5(a), (b); 209.6(b); 209.6(c); 209.9(c); and 234.2(c) and (d) of this Code.

(b) With respect to any lot in a P District, which lot is within 1/4 mile of the nearest NC-1 or Individual Area Neighborhood Commercial District as described in Article 7 of this Code, no accessory nonpublic use shall be permitted, unless such use or feature complies with the controls which are applicable in any NC-1 or Individual Area Neighborhood Commercial District or Restricted Use Subdistrict located within 1/4 mile of the lot, excluding the provisions of zoning category .82, as defined in Section 790.80 of Article 7.

(c) Parking lot or garage uses listed in Sections 890.7 through 890.12 of this Code when located within any P district within the South of Market Base District, *the Market and Octavia Plan Area,* and within the right-of-way of any State or federal highway.

(d) In any P District which is within the South of Market Base District, if the use is located within the right-of-way of any State or federal highway, the following uses:

(1) Retail and personal service uses primarily meeting the needs of commuters on nearby streets and highways or persons who work or live nearby, provided that:

(A) The space is on the ground floor of a publicly-accessible parking garage;

(B) The total gross floor area per establishment does not exceed 2,500 square feet;

(C) The space fronts on a major thoroughfare; and

(D) The building facade incorporates sufficient fenestration and lighting to create an attractive urban design and pedestrian-oriented scale.

(2) Open-air sale of new or used merchandise, except vehicles, located within a publicly-accessible parking lot, provided that:

(A) The sale of goods and the presence of any booths or other accessory appurtenances are limited to weekend and/or holiday daytime hours;

(B) Sufficient numbers of publicly-accessible toilets and trash receptacles are provided on-site and are adequately maintained; and

(C) The site and vicinity are maintained free of trash and debris.

SEC. 253. REVIEW OF PROPOSED BUILDINGS AND STRUCTURES EXCEEDING A HEIGHT OF 40 FEET IN R DISTRICTS.

(a) Notwithstanding any other provision of this Code to the contrary, in any R District, *except in RTO districts,* established by the use district provisions of Article 2 of this Code, wherever a height limit of more than 40 feet is prescribed by the height and bulk district in which the property is located, any building or structure exceeding 40 feet in height shall be permitted only upon approval by the City Planning Commission according to the procedures for conditional use approval in Section 303 of this Code.

(b) In reviewing any such proposal for a building or structure exceeding 40 feet in height, the City Planning Commission shall consider the expressed purposes of this Code, of the R Districts, and of the height and bulk districts, set forth in Sections 101, 206 through 206.3 and 251 hereof, as well as the criteria stated in Section 303(c) of this Code and the objectives, policies and principles of the Master Plan, and may permit a height of such building or structure up to but not exceeding the height limit prescribed by the height and bulk district in which the property is located.

SEC. 270 BULK LIMITS: MEASUREMENT.

(a) The limits upon the bulk of buildings and structures shall be as stated in this Section and in Sections 271 and 272. The terms "height," "plan dimensions," "length" and "diagonal dimensions" shall be as defined in this Code. In each height and bulk district, the maximum plan dimensions shall be as specified in the following table, at all horizontal cross-sections above the height indicated.

TABLE 270

BULK LIMITS

District Symbol on Zoning Map	Height Above Which Maximum Dimensions Apply (in feet)	**Maximum Plan Dimensions (in feet)**	
		Length	**Diagonal Dimension**
A	**40**	**110**	**125**
B	**50**	**110**	**125**

C	80	110	125
D	40	110	140
E	65	110	140
F	80	110	140
G	80	170	200
H	100	170	200
I	150	170	200
J	40	250	300
K	60	250	300
L	80	250	300
M	100	250	300
N	40	50	100
R	This table not applicable. But see Section 270(e).		
R-2	*This table not applicable. But see Section 270(f).*		
V		110	140
V	* At setback height established pursuant to Section 253.2.		
OS	See Section 290.		
S	This table not applicable. But see Section 270(d).		

T	**At setback height established pursuant to Section 132.2, but no higher than 80 feet.**	**110**	**125**
X	**This table not applicable. But see Section 260(a)(3).**		
TB	**This table not applicable. But see Section 263.18.**		

(b) These limits shall not apply to the buildings, structures and equipment listed in Section 260(b)(2) (K), (L), (M) and (N) of this Code, subject to the limitations expressed therein.

(c) Maximum plan lengths and diagonal dimensions do not apply to cornices or other decorative projections.

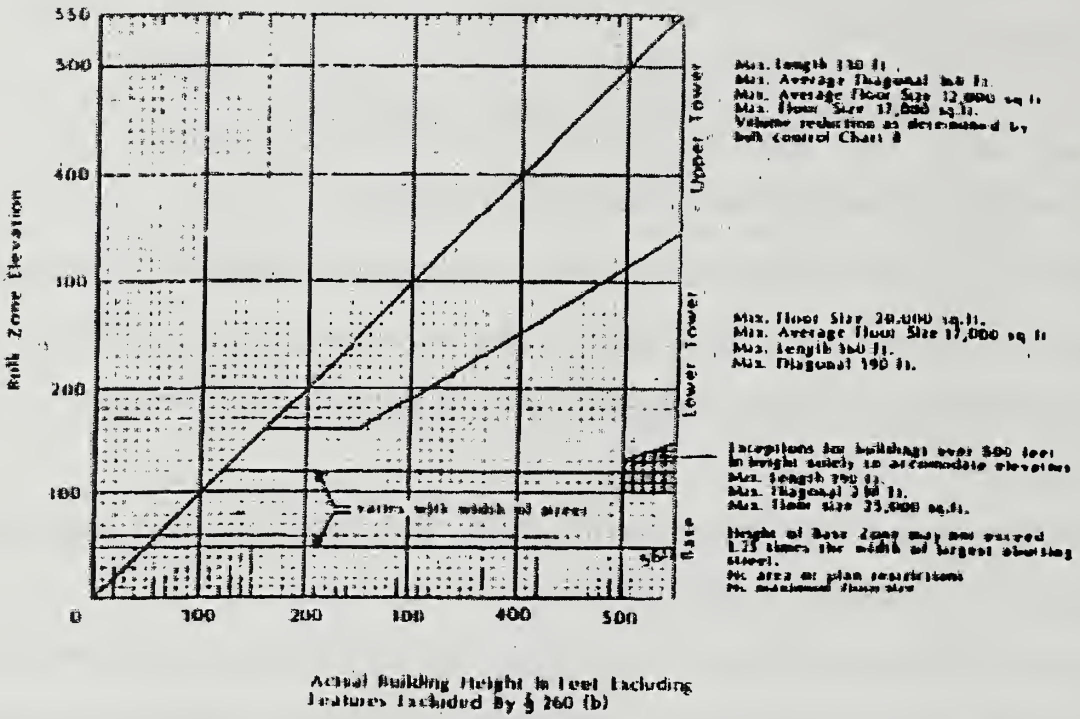
(d) The bulk limits contained in this subsection shall apply in S Bulk Districts as designated on Sectional Map Nos. 1H, 2H and 7H of the Zoning Map.

(1) Base. The base is the lowest portion of the building extending vertically to a streetwall height up to 1.25 times the width of the widest abutting street or 50 feet, whichever is more. There are no length or diagonal dimension limitations applicable to the base. The building base shall be delineated from the lower and upper tower and related to abutting buildings by a setback, cornice line or equivalent projection or other appropriate means.

(2) Lower Tower.

(A) Dimensions. Bulk controls for the lower tower apply to that portion of the building height above the base as shown on Chart B. For buildings of less than 160 feet in height, the lower tower controls are the only bulk controls above the base of the building. The bulk controls for the lower tower are a maximum length of 160 feet, a maximum floor size of 20,000 square feet, and a maximum diagonal dimension of 190 feet.

CHART B
BULK LIMITS



(B) Additional Bulk for Elevators. Solely in order to accommodate additional elevators required by tall buildings the lower portion (up to the height shown on Chart B) of the lower tower of a building 500 feet tall or taller may be enlarged up to a maximum length of 190 feet, a maximum diagonal dimension of 230 feet and a maximum floor size of up to 25,000 square feet without a corresponding reduction in upper floor size.

(3) Upper Tower.

(A) Dimensions. Upper tower bulk controls apply to buildings taller than 160 feet. They apply to the upper tower portion of a building up to the height shown on Chart B, which height excludes the vertical attachment and other features exempted by Section 260 and excludes the extended upper tower height exceptions provided for in Section 263.7 of this Code. The bulk controls for the upper tower are: a maximum length of 130 feet; a maximum average floor size of 12,000 square feet; a maximum floor size for any floor of 17,000 square feet; and a maximum average diagonal measure of 160 feet. In determining the average floor size of the upper tower, areas with a cross-sectional area of less than 4,000 square feet may not be counted and sculptured architectural forms that contain large volumes of space but no usable floors shall be included in average floor size calculation by computing the cross section at 12.5-foot intervals.

(B) Volume Reduction. When the average floor size of the lower tower exceeds 5,000 square feet, the volume of the upper tower shall be reduced to a percentage of the volume that would occur if the average floor size of the lower tower were extended to the proposed building height. The percentage varies with the bulk of the lower tower and with whether or not a height extension is employed pursuant to Section 263.7 and is shown on Chart C. In achieving the required volume reduction, a setback or change in profile at a specific elevation is not required.

(C) Extensions. Extension of the upper tower above the otherwise allowable height limits may be permitted as provided in Section 263.9.

(D) Termination of the Tower. The top of the tower shall be massed in a manner that will create a visually distinctive roof or other termination of the building facade. Modifications to a proposed project may be required, in the manner provided in Section 309, to achieve this purpose.

(e) Rincon Hill. In Bulk District R (Rincon Hill DTR District), bulk limitations are as follows:

(1) There are no bulk limits below a height of 85 feet, except for the lot coverage limitations and setback requirements described in Section 827.

(2) Tower Bulk and Spacing. Structures above 85 feet in height shall meet the following bulk limitations, as illustrated in Chart C.

(A) Buildings between 85 and 240 feet in height may not exceed a plan length of 90 feet and a diagonal dimension of 120 feet, and may not exceed a maximum average floor area of 7,500 gross square feet.

(B) Buildings between 241 and 300 feet in height may not exceed a plan length of 100 feet and a diagonal dimension of 125 feet, and may not exceed a maximum average floor area of 8,500 gross square feet.

(C) Buildings between 301 and 350 feet in height may not exceed a plan length of 115 feet and a diagonal dimension of 145 feet. They may not exceed a maximum average floor are of 9,000 toss square feet.

(D) Buildings between 351 and 550 feet in height may not exceed a plan length of 115 feet and a diagonal dimension of 145 feet. They may not exceed a maximum average floor area of 10,000 gross square feet.

(E) To allow variety in the articulation of towers, the floor plates of individual floors may exceed the maximums described above by as much as 5 percent, provided the maximum average floor plate is met.

(F) To encourage tower sculpting, the gross floor area of the top one-third of the tower shall be reduced by 10 percent from the maximum floor plates described in (A)--(D) above, unless the overall tower floor plate is reduced by an equal or greater volume.

(G) In order to provide adequate sunlight and air to streets and open spaces, a minimum distance of 115 feet must be preserved between all structures above 110 feet in height at all levels above 110 feet in height. Spacing shall be measured horizontally from the outside surface of the exterior wall of the subject building to the nearest point on the closest structure above 110 feet in height. Any project that is permitted pursuant to the exception described in Section 270(e)(3) shall not be considered for the purposes of measuring tower spacing pursuant to this Section.

(H) The procedures for granting special exceptions to bulk limits described in Section 271 shall not apply; exceptions may be granted pursuant to Sections 270(e)(3) and 270(e)(4).

(I) Additional setback, lot coverage, and design requirements for the Rincon Hill DTR District are described in Section 827.

(3) Exceptions to tower spacing and upper tower sculpting requirements. An exception to the 115 feet tower spacing requirement and the upper tower sculpting requirement described in (F) and (G) above may be granted to a

project only on Block 3747 on a lot formed by the merger of part or all of Lots 001E, 002 and 006, pursuant to the procedures described in 309.1 of this Code provided that projects meet the following criteria:

(i) Applications for environmental review and conditional use related to a building above 85 feet in height on the subject lot have been filed with the Department prior to March 1, 2003 and February 1, 2005, respectively;

(ii) Given the 115 tower spacing requirement described in (F) above, the existence of an adjacent building greater than 85 feet in height precludes the development of a tower on the subject lot;

(iii) The subject lot has a total area of no less than 35,000 square feet;

(iv) The proposed project is primarily residential and has an area of no more than 528,000 gross square feet;

(v) The proposed project conforms to all other controls described or referenced in Section 827 and any other controls in this Code related to the Rincon Hill DTR District.

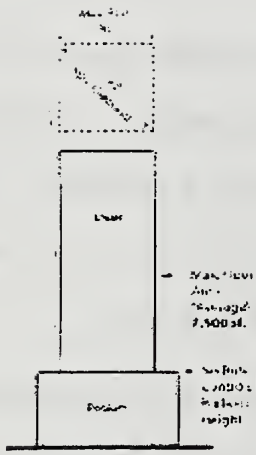
(vi) For the purposes of subsection (iv) above, the term "gross square feet" shall be the sum of the gross areas of all floors of a building or buildings above street grade measured from the exterior faces of exterior walls or from the center lines of walls separating two buildings, excluding area below street grade. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separated from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

(4) Allowance for limited reduction in spacing from existing towers. To allow limited variation in tower placement from towers for which a certificate of occupancy has been issued prior to February 1, 2005, a reduction in tower spacing described in (G) above may be granted pursuant to the procedures described in 309.1 of this Code if all the following criteria are met:

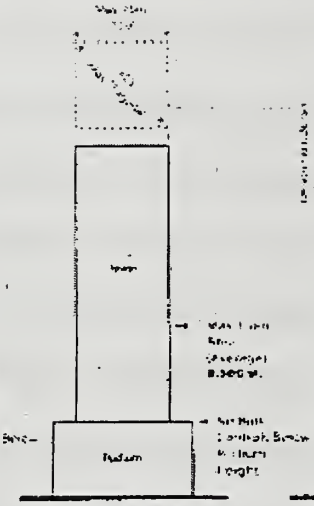
(i) For every percent reduction from the maximum average floor area as described in (2) above, an equal percent reduction in tower separation may be granted subject to the following limits:

(ii) Up to a height of one-and-one-half times the maximum permitted podium height, tower spacing described in (G) above may be reduced by not more than 15 percent; (iii) up to a height of 180 feet, tower spacing described in (G) above may be reduced by not more than 10 percent; and (iv) all floors above 180 feet achieve the full 115-foot minimum tower spacing requirement described in (G) above. A project may average the tower separation of all floors below 180 feet so long as the requirements of (iii) and (iv) are satisfied.

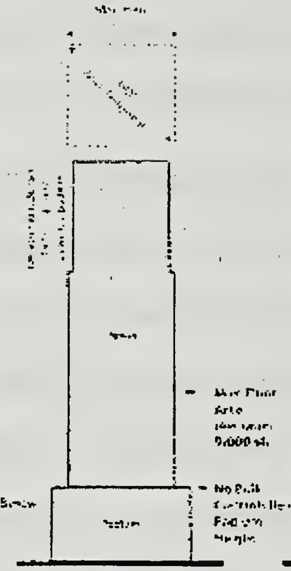
Chart C:


Max Plan
Tower
Max Floor Area (Average) 7,500 sf.
No Bulk Controls Below Podium Height
Podium

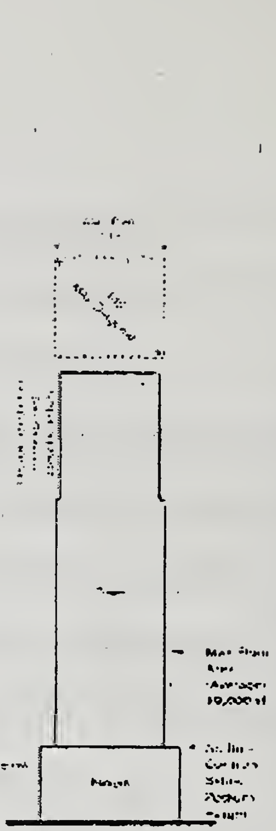
"R" BULK CONTROLS
85' - 240'


Max Plan
Tower
Max Floor Area (Average) 8,500 sf.
No Bulk Controls Below Podium Height
Podium

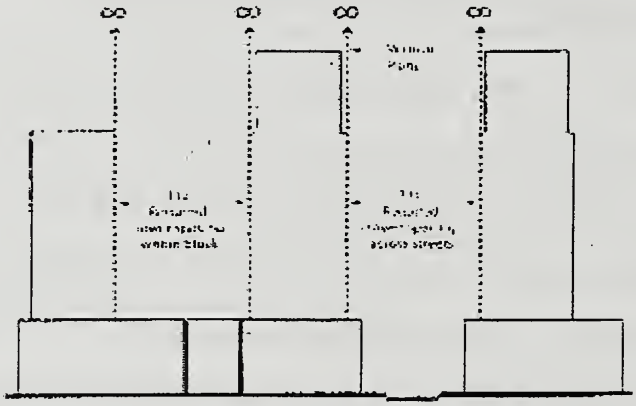
"R" BULK CONTROLS
241' - 300'


Max Plan
Tower
Max Floor Area (Average) 9,000 sf.
No Bulk Controls Below Podium Height
Podium

"R" BULK CONTROLS
301' - 350'


Max Plan
Tower
Max Floor Area (Average) 10,000 sf.
No Bulk Controls Below Podium Height
Podium

"R" BULK CONTROLS
351' - 550'


∞
∞
∞
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Vertical Plane
115' Required tower spacing within block
115' Required tower spacing across street

REQUIRED TOWER SPACING
IN "R" BULK CONTROLS

*(f) **Van Ness and Market Downtown Residential Special Use District.** In Bulk District R-2 (Van Ness and Market Downtown Special Use District), bulk limitations are as follows:*

*(1) **Tower Bulk and Spacing.** In height districts 120/200-R-2, 120/300-R-2, 120/320-R-2, and 120/400-R-2, there are no bulk limitations below 120 feet in height, and structures above 120 feet in height shall meet the bulk limitations described in subsection (e)(2)(A)-(F). In height district 85/250-R-*

2 there are no bulk limitations below 85 feet in height, and structures above 85 feet in height shall meet the bulk limitations described in subsections (e)(2)(A)-(F).

(2) In order to provide adequate sunlight and air to streets and open spaces, a minimum distance of 115 feet must be preserved between all structures above 120 feet in height at all levels above 120 feet in height. Spacing shall be measured horizontally from the outside surface of the exterior wall of the subject building to the nearest point on the closest structure above 120 feet in height.

(3) No exceptions shall be permitted. The procedures for granting special exceptions to bulk limits described in Section 272 shall not apply.

SEC. 303. CONDITIONAL USES.

(a) General. The City Planning Commission shall hear and make determinations regarding applications for the authorization of conditional uses in the specific situations in which such authorization is provided for elsewhere in this Code. The procedures for conditional uses shall be as specified in this Section and in Sections 306 through 306.6, except that Planned Unit Developments shall in addition be subject to Section 304, medical institutions and post-secondary educational institutions shall in addition be subject to the institutional master plan requirements of Section 304.5, and conditional use and Planned Unit Development applications filed pursuant to Article 7, or otherwise required by this Code for uses or features in Neighborhood Commercial Districts, and conditional use applications within South of Market Districts, shall be subject to the provisions set forth in Sections 316 through 316.8 of this Code, in lieu of those provided for in Sections 306.2 and 306.3 of this Code, with respect to scheduling and notice of hearings, and in addition to those provided for in Sections 306.4 and 306.5 of this Code, with respect to conduct of hearings and reconsideration.

(b) Initiation. A conditional use action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the conditional use is sought. For a conditional use application to relocate a general advertising sign under subsection (l) below, application shall be made by a general advertising sign company that has filed a Relocation Agreement application and all required information with the Planning Department pursuant to Section 2.21 of the San Francisco Administrative Code.

(c) Determination. After its hearing on the application, or upon the recommendation of the Director of Planning if the application is filed pursuant to Sections 316 through 316.8 of this Code and no hearing is required, the City Planning Commission shall approve the application and authorize a conditional use if the facts presented are such to establish:

(1) That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community:

(A) In Neighborhood Commercial Districts, if the proposed use is to be located at a location in which the square footage exceeds the limitations found in Planning Code § 121.2(a) or 121.2(b), the following shall be considered:

(i) The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-servicing uses in the area; and

(ii) The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function; and

(iii) The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district; and

(2) That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

(A) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

(B) The accessibility and traffic patterns for per-sons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

(C) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

(D) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and

(3) That such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan; and

(4) With respect to applications filed pursuant to Article 7 of this Code, that such use or feature as proposed will provide development that is in conformity

with the stated purpose of the applicable Neighborhood Commercial District, as set forth in zoning control category .1 of Sections 710 through 729 of this Code; and

(5) (A) With respect to applications filed pursuant to Article 7, Section 703.2(a), zoning categories .46, .47, and .48, in addition to the criteria set forth above in Section 303(c)(1--4), that such use or feature will:

(i) Not be located within 1,000 feet of another such use, if the proposed use or feature is included in zoning category .47, as defined by Section 790.36 of this Code; and/or

(ii) Not be open between two a.m. and six a.m.; and

(iii) Not use electronic amplification between midnight and six a.m.; and

(iv) Be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

(B) Notwithstanding the above, the City Planning Commission may authorize a conditional use which does not satisfy the criteria set forth in (5)(A)(ii) and/or (5)(A)(iii) above, if facts presented are such to establish that the use will be operated in such a way as to minimize disruption to residences in and around the district with respect to noise and crowd control.

(C) The action of the Planning Commission approving a conditional use does not take effect until the appeal period is over or while the approval is under appeal.

(6) With respect to applications for live/work units in RH, ~~and~~ RM, and RTO Districts filed pursuant to Section 209.9(f) or 209.9(h) of this Code, that:

(A) Each live/work unit is within a building envelope in existence on the effective date of Ordinance No. 412-88 (effective October 10, 1988) and also within a portion of the building which lawfully contains at the time of application a nonconforming, nonresidential use;

(B) There shall be no more than one live/work unit for each 1,000 gross square feet of floor area devoted to live/work units within the subject structure; and

(C) The project sponsor will provide any off-street parking, in addition to that otherwise required by this Code, needed to satisfy the reasonably anticipated auto usage by residents of and visitors to the project.

Such action of the City Planning Commission, in either approving or disapproving the application, shall be final except upon the filing of a valid appeal to the Board of Supervisors as provided in Section 308.1.

(d) Conditions. When considering an application for a conditional use as provided herein with respect to applications for development of "dwellings" as defined in Chapter 87 of the San Francisco Administrative Code, the Commission shall comply with that Chapter which requires, among other things, that the Commission not base any decision regarding the development of "dwellings" in which "protected class" members are likely to reside on information which may be discriminatory to any member of a "protected class"(as all such terms are defined in Chapter 87 of the San Francisco Administrative Code). In addition, when authorizing a conditional use as provided herein, the City Planning Commission, or the Board of Supervisors on appeal, shall prescribe such additional conditions, beyond those specified in this Code, as are in its opinion necessary to secure the objectives of the Code. Once any portion of the conditional use authorization is utilized, all such conditions pertaining to such authorization shall become immediately operative. The violation of any condition so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the conditional use authorization. Such conditions may include time limits for exercise of the conditional use authorization; otherwise, any exercise of such authorization must commence within a reasonable time.

(e) Modification of Conditions. Authorization of a change in any condition previously imposed in the authorization of a conditional use shall be subject to the same procedures as a new conditional use. Such procedures shall also apply to applications for modification or waiver of conditions set forth in prior stipulations and covenants relative thereto continued in effect by the provisions of Section 174 of this Code.

(f) Conditional Use Abatement. The Planning Commission may consider the possible revocation of a conditional use or the possible modification of or placement of additional conditions on a conditional use when the Planning Commission determines, based upon substantial evidence, that the applicant for the conditional use had submitted false or misleading information in the application process that could have reasonably had a substantial effect upon the decision of the Commission or the conditional use is not in compliance with a condition of approval, is in violation of law if the violation is within the subject matter jurisdiction of the Planning Commission or operates in such a manner as to create hazardous, noxious or offensive conditions enumerated in Section 202(c) if the violation is within the subject matter jurisdiction of the Planning Commission and these circumstances have not been abated through administrative action of the Director, the Zoning Administrator or other City authority. Such consideration shall be the subject of a public hearing before the Planning Commission but no fee shall be required of the applicant or the subject conditional use operator.

(1) The Director of Planning or the Planning Commission may seek a public hearing on conditional use abatement when the Director or Commission has substantial evidence submitted within one year of the effective date of the Conditional Use authorization that the applicant for the conditional use had submitted false or misleading information in the application process that could have reasonably had a substantial effect upon the decision of the Commission or substantial evidence of a violation of conditions of approval, a violation of law, or operation which creates hazardous, noxious or offensive conditions enumerated in Section 202(c).

(2) The notice for the public hearing on a conditional use abatement shall be subject to the notification procedure as described in Sections 306.3 and 306.8 except that notice to the property owner and the operator of the subject establishment or use shall be mailed by regular and certified mail.

(3) In considering a conditional use revocation, the Commission shall consider whether and how the false or misleading information submitted by the applicant could have reasonably had a substantial effect upon the decision of the Commission, or the Board of Supervisors on appeal, to authorize the conditional

use, substantial evidence of how any required condition has been violated or not implemented or how the conditional use is in violation of the law if the violation is within the subject matter jurisdiction of the Planning Commission or operates in such a manner as to create hazardous, noxious or offensive conditions enumerated in Section 202(c) if the violation is within the subject matter jurisdiction of the Planning Commission. As an alternative to revocation, the Commission may consider how the use can be required to meet the law or the conditions of approval, how the hazardous, noxious or offensive conditions can be abated, or how the criteria of Section 303(c) can be met by modifying existing conditions or by adding new conditions which could remedy a violation.

(4) Appeals. A decision by the Planning Commission to revoke a conditional use, to modify conditions or to place additional conditions on a conditional use or a decision by the Planning Commission refusing to revoke or amend a conditional use, may be appealed to the Board of Supervisors within 30 days after the date of action by the Planning Commission pursuant to the provisions of Section 308.1(b) The Board of Supervisors may disapprove the action of the Planning Commission in an abatement matter by the same vote necessary to overturn the Commission's approval or denial of a conditional use. The Planning Commission's action on a conditional use abatement issue shall take effect when the appeal period is over or, upon appeal, when there is final action on the appeal.

(5) Reconsideration. The decision by the Planning Commission with regards to a conditional use abatement issue or by the Board of Supervisors on appeal shall be final and not subject to reconsideration within a period of one year from

the effective date of final action upon the earlier abatement proceeding, unless the Director of Planning determines that:

(A) There is substantial new evidence of a new conditional use abatement issue that is significantly different than the issue previously considered by the Planning Commission; or

(B) There is substantial new evidence about the same conditional use abatement issue considered in the earlier abatement proceeding, this new evidence was not or could not be reasonably available at the time of the earlier abatement proceeding, and that new evidence indicates that the Commission's decision in the earlier proceeding ha not been implemented within a reasonable time or raises significant new issues not previously considered by the Planning Commission. The decision of the Director of Planning regarding the sufficiency and adequacy of evidence to allow the reconsideration of a conditional use abatement issue within a period of one year from the effective date of final action on the earlier abatement proceeding shall be final.

(g) Hotels and Motels.

(1) With respect to applications for development of tourist hotels and motels, the Planning Commission shall consider, in addition to the criteria set forth in Subsections (c) and (d) above:

(A) The impact of the employees of the hotel or motel on the demand in the City for housing, public transit, childcare, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel or motel;

(B) The measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation; and

(C) The market demand for a hotel or motel of the type proposed.

(2) Notwithstanding the provisions of Sub-sections (f)(1) above, the Planning Commission shall not consider the impact of the employees of a proposed hotel or motel project on the demand in the City for housing where:

(A) The proposed project would be located on property under the jurisdiction of the San Francisco Port Commission; and

(B) The sponsor of the proposed project has been granted exclusive rights to propose the project by the San Francisco Port Commission prior to June 1, 1991.

(3) Notwithstanding the provisions of Subsection (f)(1) above, with respect to the conversion of residential units to tourist hotel or motel use pursuant to an application filed on or before June 1, 1990 under the provisions of Chapter 41 of the San Francisco Administrative Code, the Planning Commission shall not consider the criteria contained in Subsection (f)(1) above; provided, however, that the Planning Commission shall consider the criteria contained in Subsection (f)(1)(B) at a separate public hearing if the applicant applies for a permit for new construction or alteration where the cost of such construction or alteration exceeds $100,000. Furthermore, no change in classification from principal permitted use to conditional use in Section 216(b)(i) of this Code shall apply to hotels or motels that have filed applications on or before June 1, 1990 to convert

residential units to tourist units pursuant to Chapter 41 of the San Francisco Administrative Code.

(h) Internet Services Exchange.

(1) With respect to application for development of Internet Services Exchange as defined in Section 209.6(c), the Planning Commission shall, in addition to the criteria set forth in Subsection (c) above, find that:

(A) The intensity of the use at this location and in the surrounding neighborhood is not such that allowing the use will likely foreclose the location of other needed neighborhood-serving uses in the area;

(B) The building in which the use is located is designed in discrete elements, which respect the scale of development in adjacent blocks, particularly any existing residential uses;

(C) Rooftop equipment on the building in which the use is located is screened appropriately.

(D) The back-up power system for the proposed use will comply with all applicable federal state, regional and local air pollution controls.

(E) Fixed-source equipment noise does not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

(F) The building is designed to minimize energy consumption, such as through the use of energy-efficient technology, including without limitation, heating, ventilating and air conditioning systems, lighting controls, natural ventilation and recapturing waste heat, and as such commercially available technology evolves;

(G) The project sponsor has examined the feasibility of supplying and, to the extent feasible, will supply all or a portion of the building's power needs through on-site power generation, such as through the use of fuel cells or co-generation;

(H) The project sponsor shall have submitted design capacity and projected power use of the building as part of the conditional use application; and

(2) As a condition of approval, and so long as the use remains an Internet Services Exchange, the project sponsor shall submit to the Planning Department on an annual basis power use statements for the previous twelve-month period as provided by all suppliers of utilities and shall submit a written annual report to the Department of Environment and the Planning Department which shall state: (a) the annual energy consumption and fuel consumption of all tenants and occupants of the Internet Services Exchange; (b)the number of all diesel generators located at the site and the hours of usage, including usage for testing purposes; (c) evidence that diesel generators at the site are in compliance with all applicable local, regional, state and federal permits, regulations and laws; and (d) such other information as the Planning Commission may require.

(3) The Planning Department shall have the following responsibilities regarding Internet Services Exchanges:

(A) Upon the effective date of the requirement of a conditional use permit for an Internet Services Exchange, the Planning Department shall notify property owners of all existing Internet Services Exchanges that the use has been reclassified as a conditional use;

(B) Upon the effective date of the requirement of a conditional use permit for an Internet Services Exchange, the Planning Department shall submit to the Board of Supervisors and to the Director of the Department of Building Inspection a written report covering all existing Internet Services Exchanges and those Internet Services Exchanges seeking to obtain a conditional use permit, which report shall state the address, assessor's block and lot, zoning classification, square footage of the Internet Services Exchange constructed or to be constructed, a list of permits previously issued by the Planning and/or Building Inspection Departments concerning the Internet Services Exchange, the date of issuance of such permits, and the status of any outstanding requests for permits from the Planning and/or Building Inspection Departments concerning Internet Services Exchange; and

(C) Within three years from the effective date of the requirement of a conditional use permit for an Internet Services Exchange, the Planning Department, in consultation with the Department of Environment, shall submit to the Board of Supervisors a written report, which report shall contain the Planning Commission's evaluation of the effectiveness of the conditions imposed on Internet Services Exchanges, and whether it recommends additional or modified conditions to reduce energy and fuel consumption, limit airpollutant emissions, and enhance the compatibility of industrial uses, such as Internet Services Exchanges, located near or in residential or commercial districts.

(i) Formula Retail Uses.

(1) With respect to an application for a formula retail use as defined in Section 703.3, whenever a conditional use permit is required per Section 703.3(f), the Planning Commission shall consider, in addition to the criteria set forth in Subsection (c) above:

(A) The existing concentrations of formula retail uses within the Neighborhood Commercial District.

(B) The availability of other similar retail uses within the Neighborhood Commercial District.

(C) The compatibility of the proposed formula retail use with the existing architectural and aesthetic character of the Neighborhood Commercial District.

(D) The existing retail vacancy rates within the Neighborhood Commercial District.

(E) The existing mix of Citywide-serving retail uses and neighborhood-serving retail uses within the Neighborhood Commercial District.

(j) Large-Scale Retail Uses. With respect to applications for the establishment of large-scale retail uses under Section 121.6, in addition to the criteria set forth in Subsections (c) and (d) above, the Commission shall consider the following:

(A) The extent to which the retail use's parking is planned in a manner that creates or maintains active street frontage patterns;

(B) The extent to which the retail use is a component of a mixed-use project or is designed in a manner that encourages mixed-use building opportunities;

(C) This shift in traffic patterns that may result from drawing traffic to the location of the proposed use; and

(D) The impact that the employees at the proposed use will have on the demand in the City for housing, public transit, childcare, and other social services.

(k) Movie Theater Uses.

(1) With respect to a change in use or demolition of a movie theater use as set forth in Sections 221.1, 703.2(b)(1)(B)(ii), 803.2(b)(2)(B)(iii) or 803.3(b)(1)(B)(ii), in addition to the criteria set forth in Subsections (c) and (d) above, the Commission shall make the following findings:

(A) Preservation of a movie theater use is no longer economically viable and cannot effect a reasonable economic return to the property owner;

(i) For purposes of defining "reasonable economic return," the Planning Commission shall be guided by the criteria for "fair return on investment" as set forth in Section 228.4(a).

(B) The change in use or demolition of the movie theater use will not undermine the economic diversity and vitality of the surrounding Neighborhood Commercial District; and

(C) The resulting project will preserve the architectural integrity of important historic features of the movie theater use affected.

(l) Relocation of Existing General Advertising Signs pursuant to a General Advertising Sign Company Relocation Agreement.

(1) Before the Planning Commission may consider an application for a conditional use to relocate an existing lawfully permitted general advertising sign as authorized by Section 611 of this Code, the applicant sign company must have:

(A) Obtained a current Relocation Agreement approved by the Board of Supervisors under Section 2.21 of the San Francisco Administrative Code that covers the sign or signs proposed to be relocated; and

(B) Submitted to the Department a current sign inventory, site map, and the other information required under Section 604.2 of this Code; and

(C) Obtained the written consent to the relocation of the sign from the owner of the property upon which the existing sign structure is erected.

(D) Obtained a permit to demolish the sign structure at the existing location.

(2) The Department, in its discretion, may review in a single conditional use application all signs proposed for relocation by a general advertising company or may require that one or more of the signs proposed for relocation be considered in a separate application or applications. Prior to the Commission's public hearing on the application, the Department shall have verified the completeness and accuracy of the general advertising sign company's sign inventory.

(3) Only one sign may be erected in a new location, which shall be the same square footage or less than the existing sign proposed to be relocated. In no event may the square footage of several existing signs be aggregated in order to erect a new sign with greater square footage.

(4) In addition to applicable criteria set forth in subsection (c) above, the Planning Commission shall consider the size and visibility of the signs proposed to be located as well as the following factors in determining whether to approve or disapprove a proposed relocation:

(A) The factors set forth in this subsection (A) shall weigh in favor of the Commission's approval of the proposed relocation site:

(i) The sign or signs proposed for relocation are lawfully existing but are not in conformity with the sign regulations that existed prior to the adoption of Proposition G on March 5, 2002.

(ii) The sign or signs proposed for relocation are on a City list, if any, of priorities for sign removal or signs preferred for relocation.

(iii) The sign or signs proposed for relocation are within, adjacent to, or visible from property under the jurisdiction of the San Francisco Port Commission, the San Francisco Unified School District, or the San Francisco Recreation and Park Commission.

(iv) The sign or signs proposed for relocation are within, adjacent to, or visible from an Historic District or conservation district designated in Article 10 or Article 11 of the Planning Code.

(v) The sign or signs proposed for relocation are within, adjacent to, or visible from a zoning district where general advertising signs are prohibited.

(vi) The sign or signs proposed for relocation are within, adjacent to, or visible from a designated view corridor.

(B) The factors set forth in this Subsection (B) shall weigh against the Commission's approval of the proposed relocation:

(i) The sign or signs proposed for relocation are or will be obstructed, partially obstructed, or removed from public view by another structure or by landscaping.

(ii) The proposed relocation site is adjacent to or visible from property under the jurisdiction of the San Francisco Port Commission, the San Francisco Unified School District, or the San Francisco Recreation and Park Commission.

(iii) The proposed relocation site is adjacent to or visible from an Historic District or conservation district designated in Article 10 or Article 11 of the Planning Code.

(iv) The proposed relocation site is within, adjacent to, or visible from a zoning district where general advertising signs are prohibited.

(v) The proposed relocation site is within, adjacent to, or visible from a designated view corridor.

(vi) There is significant neighborhood opposition to the proposed relocation site.

(5) In no event may the Commission approve a relocation where:

(A) The sign or signs proposed for relocation have been erected, placed, replaced, reconstructed, or relocated on the property, or intensified in illumination or other aspect, or expanded in area or in any dimension in violation of Article 6 of this Code or without a permit having been duly issued therefore; or

(B) The proposed relocation site is not a lawful location under Planning Code Section 611(c)(2); or

(C) The sign in its new location would exceed the size, height or dimensions, or increase the illumination or other intensity of the sign at its former location; or

(D) The sign in its new location would not comply with the Code requirements for that location as set forth in Article 6 of this Code; or

(E) The sign has been removed from its former location; or

(F) The owner of the property upon which the existing sign structure is erected has not consented in writing to the relocation of the sign.

(6) The Planning Commission may adopt additional criteria for relocation of general advertising signs that do not conflict with this Section 303(l) or Section 611 of this Code.

SEC. 304. PLANNED UNIT DEVELOPMENTS.

In districts other than C-3 or the South of Market Base District, the City Planning Commission may authorize as conditional uses, in accordance with the provisions of Section 303, Planned Unit Developments subject to the further requirements and procedures of this Section. After review of any proposed development, the City Planning Commission may authorize such development as submitted or may modify, alter, adjust or amend the plan before authorization, and in authorizing it may prescribe other conditions as provided in Section 303(d). The development as authorized shall be subject to all conditions so imposed and shall be excepted from other provisions of this Code only to the extent specified in the authorization.

(a) Objectives. The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.

(b) Nature of Site. The tract or parcel of land involved must be either in one ownership, or the subject of an application filed jointly by the owners of all the property included or by the Redevelopment Agency of the City. It must constitute all or part of a Redevelopment Project Area, or if not must include an area of not less than 1/2 acre, exclusive of streets, alleys and other public property that will remain undeveloped.

(c) Application and Plans. The application must describe the proposed development in detail, and must be accompanied by an overall development plan showing, among other things, the use or uses, dimensions and locations of structures, parking spaces, and areas, if any, to be reserved for streets, open spaces and other public purposes. The application must include such pertinent information as may be necessary to a determination that the objectives of this Section are met, and that the proposed development warrants the modification of provisions otherwise applicable under this Code.

(d) Criteria and Limitations. The proposed development must meet the criteria applicable to conditional uses as stated in Section 303(c) and elsewhere in this Code. In addition, it shall:

(1) Affirmatively promote applicable objectives and policies of the Master Plan;

(2) Provide off-street parking adequate for the occupancy proposed;

(3) Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;

(4) Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;

(5) In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code*, and in RTO Districts include commercial uses only according to the provisions of Section 230 of this Code*;

(6) Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;

(7) In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code; and

(8) In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code.

SEC. 311. RESIDENTIAL PERMIT REVIEW PROCEDURES FOR RH, ~~AND~~ RM *, AND RTO* DISTRICTS.

(a) Purpose. The purpose of this Section is to establish procedures for reviewing building permit applications for lots in R Districts in order to determine compatibility of the proposal with the neighborhood and for providing notice to property owners and residents neighboring the site of the proposed project and to interested neighborhood organizations, so that concerns about a project may be identified and resolved during the review of the permit.

(b) Applicability. Except as indicated herein, all building permit applications for demolition and/or new construction, and/or alteration of residential buildings in RH, ~~*and*~~ RM*, and RTO* districts shall be subject to the notification and review procedures required by this Section. Subsection 311(e) regarding demolition permits and approval of replacement structures shall apply to all R Districts. For the purposes of this Section, an alteration shall be defined as any change in use or change in the number of dwelling units of a residential building, removal of more than 75 percent of a residential building's existing interior wall framing or the removal of more than 75 percent of the area of the existing framing, or an increase to the exterior dimensions of a residential building except those features listed in Section 136(c)(1) through 136(c)(24) and 136(c)(26).

(c) Building Permit Application Review for Compliance and Notification. Upon acceptance of any application subject to this Section, the Planning Department shall review the proposed project for compliance with the Planning Code and any applicable design guidelines approved by the Planning Commission. Applications determined not to be in compliance with the standards of Articles 1.2, 1.5, 2 and 2.5 of the Planning Code, Residential Design Guidelines, including design guidelines for specific areas adopted by the Planning Commission, or with any applicable conditions of previous approvals regarding the project, shall be held until either the application is determined to be in compliance, is disapproved or a recommendation for cancellation is sent to the Department of Building Inspection.

(1) Residential Design Guidelines. The construction of new residential buildings and alteration of existing residential buildings in R Districts shall be consistent with the design policies and guidelines of the General Plan and with the "Residential Design Guidelines" as adopted and periodically amended for specific areas or conditions by the City Planning Commission. The Director of Planning may require modifications to the exterior of a proposed new residential building or proposed alteration of an existing residential building in order to bring it into conformity with the "Residential Design Guidelines" and with the General Plan. These modifications may include, but are not limited to, changes in siting, building envelope, scale texture and detailing, openings, and landscaping.

(2) Notification. Upon determination that an application is in compliance with the development standards of the Planning Code, the Planning Department shall cause a notice to be posted on the site pursuant to rules established by the Zoning Administrator and shall cause a written notice describing the proposed project to be sent in the manner described below. This notice shall be in addition to any notices required by the Building Code and shall have a format and content determined by the Zoning Administrator. It shall include a description of the proposal compared to any existing improvements on the site with dimensions of the basic features, elevations and site plan of the proposed project including the position of any adjacent buildings, exterior dimensions and

finishes, and a graphic reference scale. The notice shall describe the project review process and shall set forth the mailing date of the notice and the expiration date of the notification period.

Written notice shall be mailed to the notification group which shall include the project sponsor, relevant neighborhood organizations as described in Subparagraph 311(c)(2)(C) below, all individuals having made a written request for notification for a specific parcel or parcels pursuant to Planning Code Section 351 and all owners and, to the extent practical, occupants, of properties in the notification area.

(A) The notification area shall be all properties within 150 feet of the subject lot in the same Assessor's Block and on the block face across from the subject lot. When the subject lot is a corner lot, the notification area shall further include all property on both block faces across from the subject lot, and the corner property diagonally across the street.

(B) The latest City-wide Assessor's roll for names and addresses of owners shall be used for said notice.

(C) The Planning Department shall maintain a list, available for public review, of neighborhood organizations which have indicated an interest in specific properties or areas. The organizations having indicated an interest in the subject lot or its area shall be included in the notification group for the proposed project.

(3) Notification Period. All building permit applications shall be held for a period of 30 calendar days from the date of the mailed notice to allow review by residents and owners of neighboring properties and by neighborhood groups.

(4) Elimination of Duplicate Notice. The notice provisions of this Section may be waived by the Zoning Administrator for building permit applications for projects that have been, or before approval will be, the subject of a duly noticed public hearing before the Planning Commission or Zoning Administrator, provided that the nature of work for which the building permit application is required is both substantially included in the hearing notice and is the subject of the hearing.

(5) Notification Package. The notification package for a project subject to notice under this Section 311 shall include:

(A) A description of the proposal compared to any existing improvements on the site with dimensions of the basic features, elevations and site plan of the proposed project including exterior dimensions and finishes, and a graphic reference scale.

(B) Information stating whether the proposed project includes horizontal, vertical, or both horizontal and vertical additions.

(C) Information showing the relationship of the project to adjacent properties, including the position and height of any adjacent building and location of windows facing the subject property.

(D) 11 by 17 drawings at a measurable scale with all dimensions legible that shows (i) both existing and proposed floor plans, (ii) specific dimensional changes to the building, including parapets, penthouses, and other proposed building extensions and (iii) the location and amount of removal of exterior walls.

(E) Floor plans where there is a new building, building expansion, or change in the floor plans of an existing building.

(F) The name and telephone number of the project planner at the Planning Department assigned to review the application.

(G) A description of the project review process, information on how to obtain additional information about the project, and information about the recipient's rights to request additional information, to request discretionary review by the Planning Commission, and to appeal to other boards or commissions.

(d) Requests for Planning Commission Review. A request for the Planning Commission to exercise its discretionary review powers over a specific building permit application shall be considered by the Planning Commission if received by the Planning Department no later than 5:00 p.m. of the last day of the notification period as described under Subsection (c)(3) above, subject to guidelines adopted by the Planning Commission.

The project sponsor of a building permit application may request discretionary review by the Planning Commission to resolve conflicts between the Director of Planning and the project sponsor concerning requested modifications to comply with the Residential Design Guidelines.

(1) Scheduling of Hearing. The Zoning Administrator shall set a time for hearing requests for discretionary review by the Planning Commission within a reasonable period.

(2) Notice. Mailed notice of the discretionary review hearing by the Planning Commission shall be given not less than 10 days prior to the date of the hearing

to the notification group as described in Paragraph 311(c)(2) above. Posted notice of the hearing shall be made as provided under Planning Code Section 306.8.

(e) Demolition of Dwellings, Approval of Replacement Structure Required. Unless the building is determined to pose a serious and imminent hazard as defined in the Building Code an application authorizing demolition in any R District of an historic or architecturally important building or of a dwelling shall not be approved and issued until the City has granted final approval of a building permit for construction of the replacement building. A building permit is finally approved if the Board of Appeals has taken final action for approval on an appeal of the issuance or denial of the permit or if the permit has been issued and the time for filing an appeal with the Board has lapsed with no appeal filed.

(1) The demolition of any building whether or not historically and architecturally important may be approved administratively where the Director of the Department of Building Inspection or the Chief of the Bureau of Fire Prevention and Public Safety determines, after consultation with the Zoning Administrator, that an imminent safety hazard exists, and the Director of the Department of Building Inspection determines that demolition or extensive alteration of the structure is the only feasible means to secure the public safety.

SEC. 316. PROCEDURES FOR CONDITIONAL USE AUTHORIZATION IN NEIGHBORHOOD COMMERCIAL AND SOUTH OF MARKET DISTRICTS AND FOR LIVE/WORK UNITS IN RH, ~~AND~~ RM, *AND RTO* DISTRICTS.

In addition to the provisions of Sections 306.1, 306.4, and 306.5 of this Code, the following procedures set forth in this and the following sections shall govern applications for conditional use authorization where this authorization is required pursuant to Sections 178, 179, 181(f) or (g), 209.9(f), 209.9(h), 260(b)(2)(P) or 263.11 of this Code; zoning categories .10, .11, .21, .24 through .27, .38 through .90, and .95 of Sections 710 through ~~*729*~~ *732* of this Code for each Neighborhood Commercial District; or Sections 813 through 818 for the South of Market Mixed Use Districts. The criteria for determinations on such applications are set forth in Section 303(c) of this Code. Additional criteria for determinations on applications pursuant to zoning categories .10, .11, and .21 of Article 7 are set forth in the Section of this Code containing the control. Additional criteria for determinations on certain applications within South of Market Districts are set forth in Sections 263.11 and 803.5 of this Code.

SEC. 603. EXEMPTED SIGNS.

Nothing in this Article 6 shall apply to any of the following signs:

(a) Official public notices, and notices posted by public officers in performance of their duties;

(b) Governmental signs for control of traffic and other regulatory purposes, street signs, danger signs, railroad crossing signs, and signs of public service companies indicating danger and aids to service or safety;

(c) Temporary display posters, without independent structural support, in connection with political campaigns and with civic noncommercial health, safety and welfare campaigns, provided that in R districts such posters shall be removed within 60 days following the conclusion of the campaign;

(d) Flags, emblems, insignia and posters of any nation or political subdivision, and temporary displays of a patriotic, religious, charitable or other civic character;

(e) House numbers, whether illuminated or not, "no trespassing," "no parking," and other warning signs;

(f) Commemorative plaques placed by recognized historical agencies;

(g) Signs within a stadium, open-air theater or arena which are designed primarily to be viewed by patrons within such stadium, open-air theater or arena;

(h) Religious symbols attached to buildings if not projecting beyond any street property line or building setback line;

(i) Flags indicating weather conditions, and single flags which are emblems of business firms, enterprises and other organizations;

(j) Two general advertising signs each not exceeding 24 square feet in area on either a transit shelter or associated advertising kiosk furnished by contract with the Public Utilities Commission or Public Transportation Commission for the Municipal Railway in *RTO,* RM-2, RM-3, RM-4, RC, NC, C, M and South of Market Districts, and in those P Districts where such signs would not adversely affect the character, harmony or visual integrity of the district as determined by the City Planning Commission; eight general advertising signs each not exceeding 24 square feet in area on transit shelters located on publicly owned property on a high level Municipal Railway boarding platform in an RH-1D District adjacent to a C-2 District, provided that such advertising signs solely face the C-2 District; and up to three double-sided general advertising signs each not exceeding 24 square feet in area on or adjacent to transit shelters on publicly owned high level Municipal Railway boarding platforms along The Embarcadero south of the Ferry Building, up to six double-sided panels at 2nd and King Streets, and up to four double-sided panels at 4th and King Streets and 6th and King Streets. Each advertising sign on a high level boarding platform shall be designed and sited in such a manner as to minimize obstruction of public views from pedestrian walkways and/or public open space.

Notwithstanding the above, no sign shall be placed on any transit shelter or associated advertising kiosk located on any sidewalk which shares a common boundary with any property under the jurisdiction of the Recreation and Park Commission, with the exception of Justin Herman Plaza; on any sidewalk on Zoo Road; on Skyline Boulevard between Sloat Boulevard and John Muir Drive; on John Muir Drive between Skyline Boulevard and Lake Merced Boulevard; or on Lake Merced Boulevard on the side of Harding Park Municipal Golf Course, or on any sidewalk on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard; on any sidewalk on Legion of Honor Drive; or in the Civic Center Special Sign Districts as established in Section 608.3 of this Code;

The provisions of this subsection shall be subject to the authority of the San Francisco Port Commission under Sections 4.114 and B3.581 of the City Charter and under State law.

(k) Information plaques or signs which identify to the public open space resources, architectural features, creators of artwork, or otherwise provide information required by this Code or by other City agencies, or an identifying sign which directs the general public and/or patrons of a particular establishment to open space or parking resources, provided that such sign shall not project more than three inches from the wall and that its dimensions shall be no greater than one by two feet;

(l) Nonilluminated art murals within the South of Market Base District, if they project no more than 18 inches from the pre-existing surface of a structure;

(m) Two general advertising signs each not exceeding 52 square feet in area on a public service kiosk furnished by contract with the Department of Public

Works which contract also provides for the installation and maintenance of automatic public toilets. Each such public service kiosk shall be divided into three sections, one of which shall provide a public service, such as a newsstand, newsrack, map, public telephone, vending machine, display of public service information, or interactive video terminal;

(n) Advertising placed on fixed pedestal newsrack units in accordance with Section 184.12 of the Public Works Code.

SEC. 606. RESIDENTIAL DISTRICTS.

Signs in R Districts, other than those signs exempted by Section 603 of this Code, shall conform to the following provisions:

(a) General Provisions for All Signs.

(1) No sign shall project beyond a street property line or legislated setback line, or into a required front setback area.

(2) No sign shall have or consist of any moving, rotating or otherwise animated part, or (if permitted to be illuminated) any flashing, blinking, fluctuating or otherwise animated light.

(3) No roof sign, wind sign, or general advertising sign shall be permitted.

(4) No sign shall extend above the roofline of a building to which it is attached, or above a height of 12 feet.

(b) Signs for Uses Permitted in R Districts. The following types of signs, subject to the limitations prescribed for them, shall be the only signs permitted for uses authorized as principal or conditional uses in R Districts, except that signs for any commercial establishments so authorized in RC Districts shall be subject to the limitations of Paragraph (c)(3) below.

(1) One nonilluminated or indirectly illuminated nameplate for each street frontage of the lot, not exceeding a height of 12 feet, and having an area not exceeding one square foot in RH Districts or two square feet in RM or RED Districts.

(2) One identifying sign for each street frontage of the lot, not exceeding a height of 12 feet, and meeting the following additional requirements:

(A) In RH Districts: nonilluminated or indirectly illuminated only; maximum area 12 square feet;

(B) In RM-1 or RED Districts: maximum area eight square feet if directly illuminated, and 20 square feet if nonilluminated or indirectly illuminated.

(C) In RTO Districts: nonilluminated or indirectly illuminated only; maximum area 12 square feet; signage related to commercial uses permitted under Sections 209.8(e) and 230 is regulated according to the provisions described in Section 230.

(3) One temporary nonilluminated or indirectly illuminated sale or lease sign for each street frontage of the total parcel involved, not exceeding a height of 24 feet if freestanding and not above the roofline if attached to a building, and having an area not exceeding six square feet for each lot or for each 3,000 square feet in such total parcel, whichever ratio permits the larger area, provided that no such sign shall exceed 50 square feet in area and any such sign exceeding 18 square feet in area shall be set

back at least 25 feet from all street property lines. Any sale or lease sign shall be removed within seven days following removal of the property from the market.

(4) Temporary nonilluminated signs of persons and firms connected with work on buildings under actual construction or alteration, giving their names and information pertinent to the project, not exceeding a height of 12 feet, with the combined area of all such signs not to exceed 10 square feet for each street frontage of the project.

(c) Signs for Nonconforming Uses. Signs for any use in an R District which is nonconforming under the provisions of Sections 180 through 187 of this Code, or which is given conditional use status under said sections, shall be subject to the provisions of this Subsection (c), except that any such use that would first be permitted as either a principal or a conditional use in some other R District under Article 2 of this Code, other than an RC District, shall be subject to the provisions of Subsection 606(b) above. Any illumination permitted for signs covered by this Subsection (c) shall be extinguished at all times when the nonconforming use is not open for business.

(1) Automobile Service Stations. The following business signs are permitted for an automobile service station. Any such signs may be nonilluminated or indirectly or directly illuminated.

(A) A maximum of two oil company signs, which shall not extend more than 10 feet above the roofline if attached to a building, or exceed a height of 24 feet if freestanding. The area of any such sign shall not exceed 180 square feet, and along each street frontage all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. The areas of other permanent and temporary signs as covered in Subparagraph 606(c)(1)(B) below shall not be included in the calculation of the areas specified in this Subparagraph.

(B) Other Permanent and Temporary Signs Customarily Incidental to the Service Station Business. No such sign shall extend above the roofline if attached to a building, or exceed a height of 12 feet if freestanding. The area of such signs shall not exceed 20 square feet for each such sign or a total of 80 square feet for all such signs on the premises.

(2) Open Land Uses. If there is no building with more than 50 square feet of floor area involved in the use, one business sign is permitted for each street frontage occupied by such use, not exceeding a height of 12 feet and having an area not exceeding one square foot for each foot of such street frontage. The total area of all signs for such a use shall not exceed 50 square feet. Any such sign may be nonilluminated or indirectly illuminated.

(3) Other Uses. For a use not listed in Paragraph 606(c)(1) or 606(c)(2) above, one business sign is permitted for each street frontage occupied by the use, placed flat against the wall that faces such street and not located above the ground floor. Such sign shall not exceed an area of two square feet for each foot of street frontage occupied by the building or part thereof that is devoted to the nonconforming use. The total area of all

signs for such a use shall not exceed 100 square feet. Any such sign may be nonilluminated or indirectly illuminated. In RM, *RTO,* RED and RC Districts, any such sign may be directly illuminated.

SEC. 702.1. NEIGHBORHOOD COMMERCIAL USE DISTRICTS.

(a) The following districts are established for the purpose of implementing the Commerce and Industry element and other elements of the Master Plan, according to the objective and policies stated therein. Description and Purpose Statements outline the main functions of each Neighborhood Commercial (NC) District in the Zoning Plan for San Francisco, supplementing the statements of purpose contained in Section 101 of this Code.

The description and purpose statements and landuse controls applicable to each of the general and individual area districts are set forth in Sections 710.1 through 729.95 of this Code for each district class. The boundaries of the various Neighborhood Commercial Districts are shown on the Zoning Map referred to in Sections 105 and 106 of this Code, subject to the provisions of that Section.

Neighborhood Commercial General Area Districts	Section Number
NC-1 -- Neighborhood Commercial Cluster District	§ 710
NC-2 -- Small-Scale Neighborhood Commercial District	§ 711
NC-3 -- Moderate-Scale Neighborhood Commercial District	§ 712
NC-S -- Neighborhood Commercial Shopping Center District	§ 713
NCT-3 Moderate-Scale Neighborhood Commercial Transit District	*§ 731*

Neighborhood Commercial Section
Individual Area Districts Number

Broadway Neighborhood Commercial District	§ 714
Castro Street Neighborhood Commercial District	§ 715
Inner Clement Street Neighborhood Commercial District	§ 716
Outer Clement Street Neighborhood Commercial District	§ 717
Upper Fillmore Street Neighborhood Commercial District	§ 718
Haight Street Neighborhood Commercial District	§ 719
Hayes-Gough Neighborhood Commercial *Transit* District	§ 720
Upper Market Street Neighborhood Commercial District	§ 721
North Beach Neighborhood Commercial District	§ 722
Polk Street Neighborhood Commercial District	§ 723
Sacramento Street Neighborhood Commercial District	§ 724
Union Street Neighborhood Commercial District	§ 725
Valencia Street Neighborhood Commercial District	§ 726
24th Street-Mission Neighborhood Commercial District	§ 727
24th Street-Noe Valley Neighborhood Commercial District	§ 728
West Portal Avenue Neighborhood Commercial District	§ 729
Inner Sunset Neighborhood Commercial District	§ 730
Upper Market Street Neighborhood Commercial Transit District	*§ 732*

(b) The following districts are Neighborhood Commercial Transit (NCT) Districts, including both general area districts and individual area districts identified by street or area name. These districts are a subset of the Neighborhood Commercial (NC) Districts.

Neighborhood Commercial Transit Districts	*Section Number*
Hayes-Gough Neighborhood Commercial Transit District	*§ 720*
NCT-3 Moderate-Scale Neighborhood Commercial Transit District	*§ 731*
Upper Market Street Neighborhood Commercial Transit District	*§ 732*

NCT districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. The NCT districts are mixed use districts that support neighborhood-serving commercial uses on lower floors and housing above. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services. The district's form can be either linear along transit-priority corridors, concentric around transit stations, or broader areas where transit services criss-cross the neighborhood. Housing density is limited not by lot area, but by the regulations on the built envelope of buildings, including height, bulk, setbacks, and lot coverage, and standards for residential uses, including open space and exposure, and urban design guidelines. Residential parking is not required and generally limited. Commercial establishments are discouraged or prohibited from building accessory off-street parking in order to preserve the pedestrian-oriented character of the district and prevent attracting auto traffic. There are prohibitions on access (i.e. driveways, garage entries) to off-street parking and loading on critical stretches of commercial and transit streets to preserve and enhance the pedestrian-oriented character and transit function.

SEC. 720.1. HAYES-GOUGH NEIGHBORHOOD COMMERCIAL *TRANSIT* DISTRICT.

The Hayes-Gough Neighborhood Commercial *Transit* District is located within walking distance of the Civic Center, lying west of Franklin Street and east of Laguna Street, with its southern ~~tip resting at Lily Street~~ *edge generally at Lily Street, with an extension south along both* *sides of Octavia Boulevard to Market Street*. This mixed-use commercial district contains a limited range of retail commercial activity, which primarily caters to the immediate needs of the neighborhood. The few comparison goods that it does provide attract clientele from a wider area outside its neighborhood, mostly the Performing Arts and Civic Center workers and visitors. There are a number of restaurants and art galleries, but other types of retail activity are limited.

The Hayes-Gough District controls are designed to allow for growth and expansion that is compatible with the existing building and use scales. Building standards protect the moderate building and use size and require rear yards at residential levels. To maintain the mixed-use character of the district, most commercial uses are permitted at the first and second stories and housing is strongly encouraged at the third story and above. In order to encourage lively pedestrian-oriented commercial activity, but restrict certain sensitive and problematic uses, eating and drinking, and entertainment uses are directed to the ground story. Retail sales activity, especially neighborhood-serving businesses, is further promoted by restricting new ground-story medical, business and professional offices. To protect continuous frontage, drive-up and most automobile uses are prohibited*, above-ground parking is required to be setback or below ground, and active, pedestrian-oriented ground floor uses are required on Hayes Street and portions of Octavia Boulevard.*.

Housing development in new buildings is encouraged above the second story*, and is controlled not by lot area but by physical envelope controls*. Existing residential units are protected by limitations on demolitions*, mergers, subdivisions,* and upper-story conversions. *Given the area's central location and accessibility to the downtown and to the city's transit network, accessory parking for residential uses is not required. The code controls for this district are supported and augmented by design guidelines and policies in the Market and Octavia Area Plan of the General Plan.*

SEC. 720. HAYES-GOUGH NEIGHBORHOOD COMMERCIAL *TRANSIT* DISTRICT

ZONING CONTROL TABLE

			Hayes-Gough
No.	**Zoning Category**	**§ References**	**Controls**
BUILDING STANDARDS			
720.10	Height and Bulk Limit	§§ 102.12, 105, 106, 250--252, 260, *261.1, 263.18,* 270, 271	*Varies.* ~~*50-X, 65-A*~~ See Zoning Map *Height Sculpting on Alleys: § 261.1* *Additional 5' Height Allowed for Ground Floor Active Uses in 40-X and 50-X: § 263.18*
720.11	Lot Size *[Per Development]*	§§ 790.56, 121.1	P up to 9,999 sq. ft.; C 10,000 sq. ft. & above § 121.1
720.12	Rear Yard	§§ 130, 134, 136	Required at residential levels only § 134(a) (e)
720.13	Street Frontage		Required § 145.1
720.13a	*Street Frontage, Above-Grade Parking Setback and Active Uses*		*Minimum 25 feet on ground floor, 15 feet on floors above* *§ 145.1(c), (e)*
720.13b	*Street Frontage, Required Ground Floor Commercial*		*Hayes Street:* *Octavia Street, from Fell to Hayes Streets* *§ 145.1(d), (e)*

720.13c	*Street Frontage, Parking and Loading access restrictions*		*NP: Hayes Street: Octavia Street. § 155(r)*
720.14	**Awning**	§ 790.20	**P § 136.1(a)**
720.15	**Canopy**	§ 790.26	**P § 136.1(b)**
720.16	**Marquee**	§ 790.58	**P § 136.1(c)**
720.17	**Street Trees**		**Required § 143**
COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES			
720.20	**Floor Area Ratio**	**§§ 102.9, 102.11, 123**	**3.0 to 1 § 124(a) (b)**
720.21	**Use Size *[Non-Residential]***	**§ 790.130**	**P up to 2,999 sq. ft.; C 3,000 sq. ft. & above § 121.2**
720.22	**Off-Street Parking, Commercial/Institutional**	**§§ 150, 153--157, 159--160,** *166.* **204.5**	~~*Generally, none required if occupied floor area is less than 5,000 sq. ft.*~~ *None required. Generally none permitted by-right. C up to one space per 2,500 square feet. For retail uses larger than 10,000 square feet that sell bulky or heavy merchandise, P up to 1:500. C up to 1:350 for space in excess of 20,000 s.f. subject to conditions of 151.1(f).* §§ ~~151, 161(g)~~ *151.1, 166, 145.1*
720.23	**Off-Street Freight Loading**	**§§ 150, 153--155, 204.5**	**Generally, none required if gross floor is less than 10,000 sq. ft. §§ 152, 161(b)**
720.24	**Outdoor Activity Area**	**§ 790.70**	**P if located in front; C if located elsewhere § 145.2(a)**
720.25	**Drive-Up Facility**	**§ 790.30**	*NP*

720.26	**Walk-Up Facility**	**§ 790.140**	**P if recessed 3 ft.; C if not recessed § 145.2(b)**
720.27	**Hours of Operation**	**§ 790.48**	**P 6 a.m.--2 a.m. C 2 a.m.--6 a.m.**
720.30	**General Advertising Sign**	**§§ 262, 602--604, 608, 609**	
720.31	**Business Sign**	**§§ 262, 602--604, 608, 609**	**P § 607.1(f)2**
720.32	**Other Signs**	**§§ 262, 602--604, 608, 609**	**P # § 607.1(c) (d) (g)**

No.	Zoning Category	§ References	Hayes-Gough Controls by Story		
		§ 790.118	1st	2nd	3rd+
720.38	Residential Conversion	§§ 790.84, *207.7*	~~P~~C	C	
720.39	Residential Demolition	§§ 790.86, *207.7*	~~P~~C	C	C
720.39a	*Residential Division*	*§ 207.6*	*P*	*P*	*P*
Retail Sales and Services					
720.40	**Other Retail Sales and Services *[Not Listed Below]***	**§ 790.102**	**P**	**P**	
720.41	**Bar**	**§ 790.22**	**P**		
720.42	**Full-Service Restaurant**	**§ 790.92**	**P**		
720.43	**Large Fast Food Restaurant**	**§ 790.90**	**C**		
720.44	**Small Self-Service**	**§ 790.91**	**P**		

	Restaurant				
720.45	Liquor Store	§ 790.55	C		
720.46	Movie Theater	§ 790.64	P		
720.47	Adult Entertainment	§ 790.36			
720.48	Other Entertainment	§ 790.38	C		
720.49	Financial Service	§ 790.110	P	C	
720.50	Limited Financial Service	§ 790.112	P		
720.51	Medical Service	§ 790.114	C	P	
720.52	Personal Service	§ 790.116	P	P	C
720.53	Business or Professional Service	§ 790.108	C	P	C
720.54	Massage Establishment	§ 790.60, § 2700 Police Code	C		
720.55	Tourist Hotel	§ 790.46	C	C	C
720.56	Automobile Parking	§§ 790.8, 156, *158.1,* 160*, 166*	C	C	C
720.57	Automotive Gas Station	§ 790.14			
720.58	Automotive Service Station	§ 790.17			
720.59	Automotive Repair	§ 790.15			
720.60	Automotive Wash	§ 790.18			
720.61	Automobile Sale	§ 790.12			

	or Rental				
720.62	**Animal Hospital**	**§ 790.6**	**C**		
720.63	**Ambulance Service**	**§ 790.2**			
720.64	**Mortuary**	**§ 790.62**			
720.65	**Trade Shop**	**§ 790.124**	**P**	**C**	
720.66	**Storage**	**§ 790.117**			
720.67	**Video Store**	**§ 790.135**	**C**	**C**	
Institutions and Non-Retail Sales and Services					
720.70	**Administrative Service**	**§ 790.106**			
720.80	**Hospital or Medical Center**	**§ 790.44**			
720.81	**Other Institutions, Large**	**§ 790.50**	**P**	**C**	**C**
720.82	**Other Institutions, Small**	**§ 790.51**	**P**	**P**	**P**
720.83	**Public Use**	**§ 790.80**	**C**	**C**	**C**
720.84	**Medical Cannabis Dispensary**	**§ 790.141**	**P**		
RESIDENTIAL STANDARDS AND USES					
720.90	**Residential Use**	**§ 790.88**	**P***, except C for frontages listed in 145.1(d)*	**P**	**P**
720.91	**Residential Density, Dwelling Units**	**§§ 207, 207.1, 790.88(a)**	~~Generally, 1 unit per 400 sq. ft. lot area~~ *No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable*		

			controls of this and other Codes. §§ 207.4*, 207.6*		
720.92	**Residential Density, Group Housing**	**§§ 207.1, 790.88(b)**	~~Generally, 1 bedroom per 140 sq. ft. lot area~~ *No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes.* § 208		
720.93	**Usable Open Space *[Per Residential Unit]***	**§§ 135, 136**	**Generally, either 60 sq. ft. if private, or 80 sq. ft. if common § 135(d)**		
720.94	**Off-Street Parking, Residential**	**§§ 150, 153--157, 159--160, 204.5**	~~Generally, 1 space for each dwelling unit~~ *None required. P up to 0.5; C up to 0.75, except C up to 1.0 for units that have at least 2 bedrooms and 1,000 occupiable square feet.* §§ *151.1, 166, 167, 145.1*		
720.95	**Community Residential Parking**	§ 790.10*, 145.1, 151.1(f), 155(r), 166*	**C**	**C**	**C**

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c

Zoning Map Changes – Case Report 2003.0347EMTZ

Exhibit Z-1 Zoning Map Changes – case report

CASE REPORT
HEARING ON 9/28/2006

Case No:	**2003.0347EEMTZ** Resolution of Intention to Initiate Including amendments to Sectional Maps 2 and 2H, 7 and 7H, and Maps 2SU and 7SU of the Zoning Map of the City and County of San Francisco, pursuant to the Market and Octavia Area Plan Amendments of the General Plan and the San Francisco Planning Code.
Case Planners:	AnMarie Rodgers, Plan Manager 558-6395, Kearstin Dischinger, Stephen Shotland, and Aksel Olsen
Date:	September 18, 2006
Reviewed By:	John Billovits, 558-6390
Applicant:	San Francisco Planning Department

The San Francisco Planning Department is proposing to amend the San Francisco General Plan, Planning Code and Zoning Map as the culmination of the Better Neighborhoods planning effort. This amendment will implement the Market and Octavia Neighborhood Plan ("Neighborhood Plan") and bring the land use and other Planning Code regulations for this area into consistency. This Case Report provides information concerning the proposed initiation of amendments to the Zoning Map of the Planning Code. The accompanying General Plan Amendment for the Market and Octavia Area Plan ("The Plan") contains proposals for changes to standards for land use, height, bulk, building design, parking and loading, open space, rear yards, and other standards from those currently established by the San Francisco Planning Code. The Planning Department therefore proposes to initiate amendments to the Planning Code, including amendments to the Zoning Map of the Planning Code to implement The Plan.

Planning Code Section 302 provides for amendments to the Planning Code and the Zoning Map by Planning Commission adoption of a Resolution of Intention to amend the Code. Pursuant to Planning Code 302(c), if the Commission adopts the Resolutions of Intention, hearings on the Planning Code and Zoning Map amendments will be scheduled for the Planning Commission's regularly scheduled meeting on or after 9/28/2006.

Project Location
The Plan encompasses an irregularly shaped area in northeast San Francisco. It extends two to three blocks in width along Market Street for ten blocks and extends north along the former Central Freeway alignment at Octavia Street for ten blocks. Along Market Street, the Plan Area boundaries extend from 11th and Larkin Streets in the east to Noe and Scott Streets in the west. The boundary jogs north along Noe Street, Duboce Avenue, Scott Street, Waller Street, Webster Street, Oak Street, Buchanan Street, and Grove Street; continues north along the former Central Freeway alignment to Turk Street between Laguna and Franklin Streets; and east of Franklin Street jogs south to Grove and Larkin Streets. The Project Area boundary extends south of Market Street between 10th and 11th Street to Howard Street. Extending west along Howard Street, the Project Area boundaries jog along Division, Mission, Fourteenth, Guerrero, and Sixteenth Streets. The Project Area is comprised of 89 Assessor's Blocks in entirety or in part, including the whole of Blocks 759, 761, 768, 770, 783, 785, 792 to 794, 806 to 809, 813 to 819, 830 to 841, 850 to 858, 863 to 876, 3501 to 3506, 3512 to 3514, 3533 to 3538, 3541 to 3545, 3556 to 3560; and portions of 3507 (lot 40), 3510 (lots 49, 57), 3511 (lots 1, 23, 25, 31, 33, 74, 75, 80, 82, and 93), and 3532 (lots 14, 19B, 35, 36, 88, 89, 90 and 91)

Project Description
The General Plan, as it is proposed to be amended, and the Market and Octavia Area Plan, as it is proposed to be adopted, encourage the development of new housing and neighborhood services in the Market and Octavia neighborhood generally including the intersections of Market and Church Streets, Market Street and Van Ness Avenue, the new Octavia Boulevard and parcels within walking distance of these areas. The Plan will ensure that new development regenerates the neighborhood fabric where the Central Freeway once stood and transforms the SoMa West area into a full-service neighborhood. The Plan supports and further details the General Plan's vision of building where growth can be accommodated by transit and services, encouraging public transit use over commuting and visiting by private automobile, and expanding housing opportunities adjacent to the downtown area. Implementation of The Plan consists of the following key components:

- Revised zoning controls proposed for adoption seek to protect much of the existing character of the neighborhood and ensure a mix of housing opportunities including mid-rise and high-rise residential development at the Market and Van Ness intersection, with clear standards for ground floor uses, parking and loading, building height and bulk that together will encourage a safer and more attractive neighborhood environment. The new zoning controls would be established through adoption of the proposed amendments to the Planning Code and Zoning Map;

- A detailed plan for public improvements, including neighborhood parks, streetscape improvements, pedestrian amenities, and community services, such as child care library services, and recreational facilities;
- A detailed implementation program that leverages funding for public improvements from new private development, existing funding streams, and innovative community strategies.

Background

The proposed Zoning Map changes specify the application of Planning Code amendments to specific parcels. The amendments contain proposals for changes to standards from those currently established by the Planning Code; including those for land use, height and bulk, building design, loading, density, residential demolition and parking. Proposed Planning Code text and map amendments will a) establish three new zoning districts, b) amend the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts (NCDs), c) update height and bulk districts and d) make related revisions to the Planning Code necessary to implement the General Plan as proposed to be amended. The draft Resolution is included as **Exhibit Z-2** and the proposed Zoning Map amendment is contained in a draft **Ordinance, included as Exhibit Z-3.**

Summary of Proposed New Zoning Districts

The Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD) will encourage the development of a transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to downtown. This district will still have the area's most intensive commercial uses, including offices, but balances those with a new residential presence. Residential towers will be permitted along the Market / Mission Street corridor, provided they meet urban design standards. Residential towers, if built, would be clustered around the intersection of Market Street and Van Ness Avenue, with heights ranging from up to 200 – 400 feet.

A *Transit-Oriented Neighborhood Commercial District (NCT)* will encourage transit-oriented, mixed-use development of a moderate scale to a height of 85 feet concentrated near transit services in SoMa West, areas immediately adjacent to the downtown and along the Market Street corridor. Retail use is actively encouraged on the ground floor with housing above to enliven commercial streets. Along Market Street and in SoMa West, a limited amount of office use will be permitted. Complementing a rich mix of retail and services with a dense residential population in these districts, walking and transit will be the primary means of transportation and car-free housing will be common and encouraged.

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In *named NCT and NC-1 (T) districts*, revised parking requirements and housing density controls will encourage housing above ground-floor retail uses. These districts otherwise remain unchanged. They include current Neighborhood Commercial Districts (Hayes-Gough, portions of the Upper Market, Valencia) and several parcels currently zoned NC-1.

A *Transit-Oriented Residential District* (RTO) will encourage moderate-density, multi-family, residential infill, in scale with existing development. The high availability of transit service, proximity of retail and services within walking distance, and limitation on permitted parking will encourage construction of some housing without accessory parking. Small-scale retail activities serving the immediate area will be permitted at intersections.

Preliminary Staff Recommendation
Staff recommends approval of a draft Resolution of intention to initiate amendments to the Zoning Map, Including amendments to Sectional Maps 2 and 2H, 7 and 7H, and Maps 2SU and 7SU of the Zoning Map of the City and County of San Francisco.

Proposed Zoning Map Amendments Necessary to Implement the Market and Octavia Neighborhood Plan

The Department recommends amending the Zoning Map. The amendments consist of the following components:

- Revise the Zoning Map to provide a mix of housing types in the Market and Octavia plan area, with clear standards for ground floor uses, parking and off-street loading, height and bulk to create an attractive neighborhood environment;

- Proposed map amendments would define the boundaries of the three new zoning districts, as proposed in the accompanying Planning Code text amendment. These new districts include:

  a) Market and Van Ness Residential Special Use District (MVNR SUD);
  b) Neighborhood Commercial Transit-Oriented District (NCT) (Planning Code Section 712.1);
  c) Transit-Oriented Residential District (RTO) (Planning Code Section 206.4), and;
  d) NCT overlays for the Hayes-Gough Neighborhood Commercial District and portions of the Upper Market and Valencia Neighborhood Commercial Districts within the Market and Octavia Neighborhood Plan.

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Proposed amendments to the Zoning Map are included a draft ordinance in **Exhibit Z-3**.

Environmental Review and Consistency with the Priority Policies and the General Plan

Prior to considering action on the proposed Zoning Map amendment, the Planning Commission will consider certifying the Market and Octavia Neighborhood Plan Environmental Impact Report and also consider adopting CEQA findings prior to taking action on the subject Zoning Map Amendment and related cases.

Planning Code Section 101.1(b) Priority Policies are included in Exhibit Z-2. The Amendment is, on balance, in conformity with the General Plan, as it is proposed to be amended.

Exhibit Z-2 Zoning Map Amendments Resolution

SAN FRANCISCO

PLANNING COMMISSION

RESOLUTION NO.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Department shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the Zoning Maps.

The San Francisco Planning Department is seeking to implement the Market and Octavia Neighborhood Plan ("Neighborhood Plan"), which encourages diverse and affordable housing, choices for movement, safe streets, and a cohesive neighborhood fabric.

Proposed amendments to the General Plan, include adding a new area plan, the Market and Octavia Area Plan, and making related amendments to the Commerce and Industry, Housing, Recreation and Open Space, and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index to implement the Market and Octavia Neighborhood Plan. The Department proposes a number of conforming Including amendments to Sectional Maps 2 and 2H, 7 and 7H, and Maps 2SU and 7SU of the Zoning Map of the City and County of San Francisco. The amendments would include changes to permitted land use and height and bulk controls, reclassifying properties into newly created districts throughout the plan area.

Although development envisioned within the Market and Octavia area would be consistent with the overall General Plan vision, the Zoning Map governs land use, and height and bulk permitted in the area and a number of changes are proposed. Thus, conforming amendments to the Zoning Map would be required in order for development to proceed in the area consistent with the Market and Octavia Area Plan of the General Plan. The proposed zoning map changes to land use and height and bulk districts are included in a draft ordinance, **attached hereto as Exhibit Z-3**. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

Planning Code Section 101.1(b) establishes eight priority policies and is the basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies, in that:

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

The proposed amendments will have a positive effect on neighborhood serving retail uses. The Market and Octavia Plan supports existing and new commerce by encouraging ground floor retail in commercial areas and other improvements to the pedestrian realm. New development enabled by the Market and Octavia Plan will enhance the neighborhood commercial districts along Market Street, Octavia Boulevard, Hayes Street, Gough Street, and Inner Valencia Street, providing potential employment and ownership opportunities for San Francisco residents. The proposed amendments will support the creation of new housing units, providing a market for increased retail uses along these corridors and allow expansion of the customer base for neighborhood serving businesses beyond the constraints of automobile congestion and parking.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Plan protects and enhances the existing neighborhood character by applying appropriate height and bulk limits, protecting landmark and other historic buildings, reinforcing neighborhood commercial districts, preserving and enhancing cultural and educational institutions, marking major intersections as landmarks, discouraging land assembly, and detailing fundamental design principles.

The proposed height and bulk controls emphasize consistency with current development patterns. Additionally the controls were designed with a focus on protecting sunlight access for streets and alleyways.

Neighborhood-serving retail will be concentrated along Hayes, Gough, Market, Valencia, Church, and Castro streets, and Van Ness Avenue accordant with existing patterns.

3. That the City's supply of affordable housing be preserved and enhanced.

The proposed amendments will have a positive effect on the City's housing stock, and the Market and Octavia Neighborhood's share of housing. They will enable the creation of new housing units in the Market and Octavia Neighborhood, positively effecting the City's housing supply. In projects with over ten units, twelve to seventeen percent of these units would be permanently affordable pursuant to the City's existing inclusionary housing requirement. Additional mechanisms to ensure permanent housing affordability include preservation of existing housing stock, unbundling parking from housing, and flexibility in density controls. The redevelopment of the 22 Central Freeway parcels will result in the net increase of about 800 to 900 housing units in the Project Area by 2025. Approximately 50% of these units will be available at below market rates. The plan requires that any demolished units be replaced by an equal or greater number of units.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The proposed amendments would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. Currently numerous bus lines and Muni trains run through Market and Octavia Neighborhood; including those along Market Street, Haight Street, Fillmore Street, Church Street, Mission Street, Valencia Street, Van Ness Avenue, and Eleventh Street. To mitigate potential impacts to these Muni lines, the proposed amendments encourage the creation of a Bus Rapid Transit lanes, transit lanes, transit preemption/prioritization signaling, and other transit improvements.

The proposed amendments would support an increase in the residential population of the area, which would increase trips originating and/or terminating in the neighborhood. The high concentration of new residential development, easy access to jobs, service and transit, and pedestrian improvements indicates that new Market and Octavia residents would make a greater share of trips without the use of the automobile, lessening the impacts of new residents on the overburdening of streets and neighborhood parking.

The Market and Octavia Plan policies support a transportation strategy that builds on the existing transit and pedestrian infrastructure when appropriate. Existing neighborhood parking is protected by policies that shift demand, manage existing and future supply, and encourage higher utilization through innovative transit such as car sharing.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The proposed amendments would not adversely affect the industrial or service sectors. The existing industrial and service businesses in the plan area are currently in the SoMa West neighborhood. These businesses would not be displaced by commercial office development. Due to its proximity to the downtown, the Plan envisions transforming this area into a vibrant new mixed-use residential neighborhood, providing much needed housing, a full range of new services and vibrant streets and public spaces. A portion of the original Market and Octavia study area included a portion of the Mission District that included repair and service sector uses, these blocks, south of Division Street, have been removed from the Market and Octavia Area Plan. Other than the SoMa West area, the proposed amendments do not make major changes to the allowable uses in the plan area.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed amendments would not adversely affect preparedness against injury and loss of life in an earthquake and would comply with applicable safety standards. New residential buildings would be subject to the City's Building Code, Fire Code and other applicable safety standards.

7. That landmarks and historic buildings be preserved.

The proposed amendments would not have a negative effect on the preservation of landmarks and historic buildings. The Market and Octavia Area Plan calls for the protection of existing landmarks and historic buildings. A complete historic survey of the plan area will ensure that no historic resources are in contest with the Plan. The plan strengthens protection for historic resources and potential historic districts.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The proposed amendments would have a positive effect on parks and open space, and would not adversely affect existing open spaces or their access to sunlight and vistas. The proposed amendments include a series of open space improvements: the development of Hayes Green, McCoppin Park near the freeway touchdown, a neighborhood park on Brady Street, and the conversion of sidewalks and alleys to open space amenities. The Market and Octavia Plan details concepts and strategies *for living sidewalks and alleyways and identifies numerous opportunities for these types of improvements within the plan area.*

Individual buildings reviewed according to procedures described in Planning Code Section 295 are evaluated to identify the impacts of projects and buildings. Project permits can't be approved if the impacts are found to be significant.

The Market and Octavia planning process built on existing General Plan policies. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concepts outlined in the General Plan, especially the Air Quality, Urban Design, Transportation Element, Commerce and Industry, Recreation and Open Space, and Arts Elements. New Area Plan policies and zoning controls articulate these directive policies with specific consideration for the neighborhood conditions of the Market and Octavia Plan Area. Below are specific policies and objectives that support the proposed action.

NOTE: General Plan Elements are in *CAPITAL ITALICS*
General Plan Objectives are in CAPITAL LETTERS
General Plan Policies are in Arial standard font
Key Polices and Objectives are **Bolded**

AIR QUALITY ELEMENT

OBJECTIVE 2: REDUCE MOBILE SOURCES OF AIR POLLUTION THROUGH IMPLEMENTATION OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN

- reducing congestion on roadways;
- giving priority to public transit, as mandated by the "Transit First" policy;
- encouraging the use of modes of travel other than single occupant vehicles such as transit, carpooling, walking, and bicycling;
- managing the supply of parking in the downtown area.
- promoting coordination between land use and transportation to improve air quality; and

OBJECTIVE 3: DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

POLICY 3.3 Continue existing city policies that require housing development in conjunction with office development and expand this requirement to other types of commercial developments.

POLICY 3.4 Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

POLICY 3.5 Continue existing growth management policies in the city and give consideration to the overall air quality impacts of new development including its impact on the local and regional transportation system in the permit review process. Ensure that growth will not outpace improvements to transit or the circulation system.

POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals.

URBAN DESIGN ELEMENT

OBJECTIVE 1: EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

POLICY 1.8 Increase the visibility of major destination areas and other points for orientation.

POLICY 2.6 Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 4: IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

POLICY 4.11 Make use of street space and other unused public areas for recreation.

TRANSPORTATION ELEMENT

Policy 1.1 Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

Policy 1.2 Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Policy 1.6 Ensure choices among modes of travel and accommodate each mode when and where it its most appropriate.

OBJECTIVE 3: MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

Policy 3.1 The existing vehicular capacity of the bridges, highways, and freeways entering the city should not be increased and, for single-occupant vehicles, should be reduced where possible.

OBJECTIVE 4: MAINTAIN AND ENHANCE SNA FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

Policy 7.1 Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking.

OBJECTIVE 11: ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

OBJECTIVE 14: DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as signal-light synchronization and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.

POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.

POLICY 14.3 Improve transit operation by implementing strategies that facilitate and prioritize transit vehicle movement and loading.

POLICY 14.4 Reduce congestion by encouraging alternatives to the single occupant auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.

POLICY 14.7 Encourage the use of transit and other alternatives modes of travel to the private automobile through the positioning of building entrances and the convenient location of support facilities that prioritizes access from these modes.

OBJECTIVE 15: ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

Such treatments may include signalization and signage changes that favor other modes of transportation, widened sidewalks, landscape strips, bicycle lanes or transit stops, bicycle-and-transit friendly speed bumps, or reduced traffic speeds.

POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.

POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.

POLICY 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

OBJECTIVE 23: IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

OBJECTIVE 24: IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

OBJECTIVE 26: CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION AS WELL AS FOR RECREATIONAL PURPOSES.

OBJECTIVE 30: ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

COMMERCE AND INDUSTRY ELEMENT

POLICY 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

FILE NO. ORDINANCE NO.

[Zoning Map Amendment in connection with the Market and Octavia Area Plan.]

Ordinance amending Zoning Map Sheets 2, 2H, 2SU and 7, 7H, and 7SU of the City and County of San Francisco Planning Code to eliminate use districts and height and bulk districts within the Market and Octavia Plan Area; replacing them with revised use districts, height and bulk districts, and special use districts, consistent with those proposed in the Market and Octavia Area Plan; and making various findings, including CEQA findings and findings of consistency with the General Plan and Planning Code Section 101.1.

Note: Additions are *single-underline italics Times New Roman*;
deletions are ~~*strikethrough italics Times New Roman*~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings. The Board of Supervisors of the City and County of San Francisco hereby finds and determines that:

(a) Under Planning Code Section 302, the Board of Supervisors finds that this ordinance will serve the public necessity, convenience and welfare for the reasons set forth in Planning Commission Resolution No. __________ recommending the approval of this Zoning Map Amendment, and incorporates such reasons by this reference thereto. A copy of said resolution is on file with the Clerk of the Board of Supervisors in File No. __________.

(b) Under Planning Code Section 101.1, the Board of Supervisors finds that this ordinance is consistent with the Priority Policies of Planning Code Section 101.1(b) of the Planning Code and with the General Plan as proposed to be amended in companion legislation and hereby adopts the findings of the Planning Commission, as set forth in

Planning Commission Resolution No. __________, and incorporates said findings by this reference thereto.

(c) In accordance with the actions contemplated herein, this Board adopted Resolution No. __________, concerning findings pursuant to the California Environmental Quality Act (California Public Resources Code sections 21000 et seq.). A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. __________ and is incorporated by reference herein.

Section 2. Under Sections 106 and 302(c) of the Planning Code, the following zoning amendments to the Zoning Map, duly approved by resolution of the Planning Commission, are hereby adopted as an amendment to Zoning Map Sheets 2 and 7 as follows:

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0761 001	RM-4	NCT-3	0768 039	NC-3	NCT-3
0761 002	NC-3	NCT-3	0768 040	NC-3	NCT-3
0761 003	NC-3	NCT-3	0768 041	NC-3	NCT-3
0761 016A	RM-4	NCT-3	0768 042	NC-3	NCT-3
0761 022	NC-3	NCT-3	0768 043	NC-3	NCT-3
0761 023	NC-3	NCT-3	0768 044	NC-3	NCT-3
0761 026	RM-4	NCT-3	0768 045	NC-3	NCT-3
0761 028	NC-3	NCT-3	0768 046	NC-3	NCT-3
0761 029	RM-4/NC-3	NCT-3	0768 047	NC-3	NCT-3
0761 030	RM-4/NC-3	NCT-3	0768 048	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0768 013	NC-3	NCT-3	0768 049	NC-3	NCT-3
0768 015	NC-3	NCT-3	0768 050	NC-3	NCT-3
0768 021	NC-3	NCT-3	0768 051	NC-3	NCT-3
0768 022	NC-3	NCT-3	0768 052	NC-3	NCT-3
0768 023	NC-3	NCT-3	0768 053	NC-3	NCT-3
0768 024	NC-3	NCT-3	0768 054	NC-3	NCT-3
0768 025	NC-3	NCT-3	0768 055	NC-3	NCT-3
0768 026	NC-3	NCT-3	0768 056	NC-3	NCT-3
0768 027	NC-3	NCT-3	0768 057	NC-3	NCT-3
0768 028	NC-3	NCT-3	0768 058	NC-3	NCT-3
0768 029	NC-3	NCT-3	0768 059	NC-3	NCT-3
0768 030	NC-3	NCT-3	0768 060	NC-3	NCT-3
0768 031	NC-3	NCT-3	0768 061	NC-3	NCT-3
0768 032	NC-3	NCT-3	0768 062	NC-3	NCT-3
0768 033	NC-3	NCT-3	0768 063	NC-3	NCT-3
0768 034	NC-3	NCT-3	0768 064	NC-3	NCT-3
0768 035	NC-3	NCT-3	0768 065	NC-3	NCT-3
0768 036	NC-3	NCT-3	0768 066	NC-3	NCT-3
0768 037	NC-3	NCT-3	0768 067	NC-3	NCT-3
0768 038	NC-3	NCT-3	0768 068	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0768 069	NC-3	NCT-3	0793 013	NC-1	HAYES NCT
0768 070	NC-3	NCT-3	0793 014	NC-1	HAYES NCT
0768 071	NC-3	NCT-3	0793 016	NC-1	HAYES NCT
0768 072	NC-3	NCT-3	0793 017	NC-1	HAYES NCT
0768 073	NC-3	NCT-3	0793 018	NC-1	HAYES NCT
0770 015	RM-2	RTO	0793 019	NC-1	HAYES NCT
0770 025	RM-2	RTO	0793 021	NC-1	HAYES NCT
0770 026	RM-2	RTO	0793 022	NC-1	HAYES NCT
0770 027	RM-2	RTO	0793 023	NC-1	HAYES NCT
0783 023	RM-2	RTO	0793 025	NC-1	HAYES NCT
0783 024	RM-2	RTO	0793 026	NC-1	HAYES NCT
0783 025	RM-2	RTO	0793 028	NC-1	HAYES NCT
0785 013	NC-3	NCT-3	0793 031	NC-3	NCT-3
0785 028	NC-3	NCT-3	0793 037	NC-1	HAYES NCT
0785 029	NC-3	NCT-3	0793 038	NC-1	HAYES NCT
0785 030	NC-3	NCT-3	0793 041	NC-1	HAYES NCT
0785 033	NC-3	NCT-3	0793 042	NC-1	HAYES NCT
0785 035	NC-3	NCT-3	0793 043	NC-1	HAYES NCT
0785 036	NC-3	NCT-3	0793 044	NC-1	HAYES NCT
0785 038	NC-3	NCT-3	0793 045	NC-1	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0785 039	NC-3	NCT-3	0793 046	NC-1	HAYES NCT
0792 003	NC-3	NCT-3	0793 047	NC-1	HAYES NCT
0792 007A	NC-3	NCT-3	0793 048	NC-1	HAYES NCT
0792 007D	NC-3	NCT-3	0793 049	NC-1	HAYES NCT
0792 007E	NC-3	NCT-3	0793 050	NC-1	HAYES NCT
0792 022	NC-3	NCT-3	0793 051	NC-1	HAYES NCT
0792 028	NC-3	NCT-3	0793 052	NC-1	HAYES NCT
0792 031	NC-3	NCT-3	0793 053	NC-1	HAYES NCT
0793 001	NC-3	NCT-3	0793 054	NC-1	HAYES NCT
0793 002	NC-3	NCT-3	0793 055	NC-1	HAYES NCT
0793 009	NC-1	NCT-3	0793 056	NC-1	HAYES NCT
0793 010	NC-1	HAYES NCT	0793 057	NC-1	HAYES NCT
0793 012	NC-1	HAYES NCT	0793 058	NC-1	HAYES NCT
0793 059	NC-1	HAYES NCT	0793 093	NC-3	NCT-3
0793 060	NC-1	HAYES NCT	0793 094	NC-3	NCT-3
0793 061	NC-1	HAYES NCT	0793 095	NC-3	NCT-3
0793 062	NC-1	HAYES NCT	0793 096	NC-3	NCT-3
0793 063	NC-3	NCT-3	0793 097	NC-3	NCT-3
0793 064	NC-3	NCT-3	0793 098	NC-3	NCT-3
0793 065	NC-3	NCT-3	0793 099	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0793 066	NC-3	NCT-3	0793 100	NC-3	NCT-3
0793 067	NC-3	NCT-3	0793 101	NC-3	NCT-3
0793 068	NC-3	NCT-3	0793 102	NC-3	NCT-3
0793 069	NC-3	NCT-3	0794 001	NC-1	HAYES NCT
0793 070	NC-1	HAYES NCT	0794 004	RM-1	RTO
0793 071	NC-1	HAYES NCT	0794 005	RM-1	RTO
0793 072	NC-1	HAYES NCT	0794 005A	RM-1	RTO
0793 073	NC-1	HAYES NCT	0794 008	RM-1	RTO
0793 074	NC-1	HAYES NCT	0794 008A	RM-1	RTO
0793 075	NC-1	HAYES NCT	0794 010	RM-1	RTO
0793 076	NC-1	HAYES NCT	0794 011	RM-1	RTO
0793 078	NC-3	NCT-3	0794 013	RM-1	RTO
0793 079	NC-3	NCT-3	0794 014	RM-1	RTO
0793 080	NC-3	NCT-3	0794 015	RM-3	RTO
0793 081	NC-3	NCT-3	0794 022	RM-1	RTO
0793 082	NC-3	NCT-3	0794 023	RM-1	RTO
0793 083	NC-3	NCT-3	0794 024	NC-1	HAYES NCT
0793 084	NC-3	NCT-3	0794 025	NC-1	HAYES NCT
0793 085	NC-3	NCT-3	0794 026	NC-1	HAYES NCT
0793 086	NC-3	NCT-3	0794 028	RM-3/NC-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0793 087	NC-3	NCT-3	0794 029	RM-1	RTO
0793 088	NC-3	NCT-3	0794 034	RM-1	RTO
0793 089	NC-3	NCT-3	0794 035	RM-1	RTO
0793 090	NC-3	NCT-3	0794 036	RM-1	RTO
0793 091	NC-3	NCT-3	0794 037	RM-1	RTO
0793 092	NC-3	NCT-3	0794 038	RM-1	RTO
0794 039	RM-1	RTO	0806 054	RH-3	RTO
0806 002	HAYES	HAYES NCT	0807 001	NC-1	HAYES NCT
0806 003	HAYES	HAYES NCT	0807 001A	NC-1	RTO
0806 005	RH-3	RTO	0807 001B	HAYES	HAYES NCT
0806 006	RH-3	RTO	0807 002	HAYES	HAYES NCT
0806 008	RH-3	RTO	0807 002A	HAYES	HAYES NCT
0806 009	RH-3	RTO	0807 002B	HAYES	HAYES NCT
0806 010	RH-3	RTO	0807 002C	HAYES	HAYES NCT
0806 011	RH-3	RTO	0807 003	HAYES	HAYES NCT
0806 012A	RH-3	RTO	0807 004	HAYES	HAYES NCT
0806 013	RH-3	RTO	0807 005	HAYES	HAYES NCT
0806 013A	RH-3	RTO	0807 006	HAYES	HAYES NCT
0806 014A	RH-3	RTO	0807 007	HAYES	HAYES NCT
0806 015	RH-3	RTO	0807 008	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0806 015A	RH-3	RTO	0807 009	HAYES	HAYES NCT
0806 016	RH-3	RTO	0807 009A	HAYES	HAYES NCT
0806 017	RH-3	RTO	0807 010	HAYES	HAYES NCT
0806 018	RH-3	RTO	0807 015	RM-1	RTO
0806 019	RH-3	RTO	0807 016	RM-1	RTO
0806 020	RH-3	RTO	0807 016A	RM-1	RTO
0806 020A	RH-3	RTO	0807 017	RM-1	RTO
0806 040	RH-3	RTO	0807 020	RM-1	RTO
0806 041	RM-2	RTO	0807 021	RM-1	RTO
0806 042	RH-3	RTO	0807 022	RM-1	RTO
0806 043	RH-3	RTO	0807 023	RM-1	RTO
0806 044	RH-3	RTO	0807 026	RM-1	RTO
0806 045	RH-3	RTO	0807 027	RM-1	RTO
0806 046	RH-3	RTO	0807 027A	RM-1	RTO
0806 049	RH-3	RTO	0807 028	RM-1	RTO
0806 050	RH-3	RTO	0807 029	RM-1	RTO
0806 051	RH-3	RTO	0807 033	RM-1	RTO
0806 052	RH-3	RTO	0807 034	RM-1	RTO
0806 053	RH-3	RTO	0808 004	HAYES	HAYES NCT
0808 005	HAYES	HAYES NCT	0809 011	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0808 006	HAYES	HAYES NCT	0809 012	HAYES	HAYES NCT
0808 007	HAYES	HAYES NCT	0809 014	HAYES	HAYES NCT
0808 016	HAYES	HAYES NCT	0809 015	HAYES	HAYES NCT
0808 016A	HAYES	HAYES NCT	0809 016	HAYES	HAYES NCT
0808 017	HAYES	HAYES NCT	0809 017	HAYES	HAYES NCT
0808 018	NC-1	HAYES NCT	0809 018	HAYES	HAYES NCT
0808 019	NC-1	HAYES NCT	0809 018A	HAYES	HAYES NCT
0808 021	NC-1	HAYES NCT	0809 019	HAYES	HAYES NCT
0808 022	NC-1	HAYES NCT	0809 020	HAYES	HAYES NCT
0808 022A	NC-1	HAYES NCT	0809 021	HAYES	HAYES NCT
0808 032	HAYES	HAYES NCT	0809 029	HAYES	HAYES NCT
0808 035	HAYES	HAYES NCT	0809 030	HAYES	HAYES NCT
0808 036	NC-3	HAYES NCT	0809 031	HAYES	HAYES NCT
0808 039	HAYES	HAYES NCT	0809 032	HAYES	HAYES NCT
0808 043	NC-1	HAYES NCT	0809 033	HAYES	HAYES NCT
0808 044	NC-1	HAYES NCT	0809 034	HAYES	HAYES NCT
0808 045	NC-1	HAYES NCT	0809 035	HAYES	HAYES NCT
0808 046	HAYES	HAYES NCT	0809 036	HAYES	HAYES NCT
0808 047	HAYES	HAYES NCT	0809 037	HAYES	HAYES NCT
0808 048	HAYES	HAYES NCT	0809 038	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0808 049	HAYES	HAYES NCT	0809 039	HAYES	HAYES NCT
0808 050	HAYES	HAYES NCT	0809 040	HAYES	HAYES NCT
0808 051	HAYES	HAYES NCT	0809 041	HAYES	HAYES NCT
0809 001	NC-3	NCT-3	0809 042	HAYES	HAYES NCT
0809 002	NC-3	NCT-3	0809 043	HAYES	HAYES NCT
0809 003	NC-3	NCT-3	0809 044	HAYES	HAYES NCT
0809 003A	NC-3	NCT-3	0816 002	HAYES	HAYES NCT
0809 004	HAYES	HAYES NCT	0816 003	HAYES	HAYES NCT
0809 004A	HAYES	HAYES NCT	0816 005	HAYES	HAYES NCT
0809 005	HAYES	HAYES NCT	0816 006	HAYES	HAYES NCT
0809 006	HAYES	HAYES NCT	0816 009	HAYES	HAYES NCT
0809 007	HAYES	HAYES NCT	0816 012	HAYES	HAYES NCT
0816 013	HAYES	HAYES NCT	0816 047	HAYES	HAYES NCT
0816 014	HAYES	HAYES NCT	0816 048	HAYES	HAYES NCT
0816 015	HAYES	HAYES NCT	0816 049	HAYES	HAYES NCT
0816 015A	HAYES	HAYES NCT	0816 050	HAYES	HAYES NCT
0816 015B	HAYES	HAYES NCT	0816 051	HAYES	HAYES NCT
0816 017	HAYES	HAYES NCT	0816 052	HAYES	HAYES NCT
0816 020	HAYES	HAYES NCT	0816 053	HAYES	HAYES NCT
0816 021	HAYES	HAYES NCT	0816 054	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0816 022	HAYES	HAYES NCT	0816 055	HAYES	HAYES NCT
0816 023	HAYES	HAYES NCT	0816 056	HAYES	HAYES NCT
0816 024	HAYES	HAYES NCT	0816 057	HAYES	HAYES NCT
0816 025	HAYES	HAYES NCT	0816 058	HAYES	HAYES NCT
0816 026	HAYES	HAYES NCT	0816 059	HAYES	HAYES NCT
0816 027	HAYES	HAYES NCT	0816 060	HAYES	HAYES NCT
0816 028	HAYES	HAYES NCT	0816 061	HAYES	HAYES NCT
0816 029	HAYES	HAYES NCT	0816 062	HAYES	HAYES NCT
0816 030	HAYES	HAYES NCT	0816 063	HAYES	HAYES NCT
0816 031	HAYES	HAYES NCT	0816 064	HAYES	HAYES NCT
0816 032	HAYES	HAYES NCT	0816 065	HAYES	HAYES NCT
0816 033	HAYES	HAYES NCT	0816 066	HAYES	HAYES NCT
0816 034	HAYES	HAYES NCT	0817 003	HAYES	HAYES NCT
0816 035	HAYES	HAYES NCT	0817 004	HAYES	HAYES NCT
0816 036	HAYES	HAYES NCT	0817 005	HAYES	HAYES NCT
0816 037	HAYES	HAYES NCT	0817 006	HAYES	HAYES NCT
0816 038	HAYES	HAYES NCT	0817 006A	HAYES	HAYES NCT
0816 039	HAYES	HAYES NCT	0817 011	HAYES	HAYES NCT
0816 040	HAYES	HAYES NCT	0817 023	HAYES	HAYES NCT
0816 041	HAYES	HAYES NCT	0817 024	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0816 042	HAYES	HAYES NCT	0817 025	HAYES	HAYES NCT
0816 043	HAYES	HAYES NCT	0817 032	HAYES	HAYES NCT
0816 044	HAYES	HAYES NCT	0817 033	HAYES	HAYES NCT
0816 045	HAYES	HAYES NCT	0817 034	HAYES	HAYES NCT
0816 046	HAYES	HAYES NCT	0817 035	HAYES	HAYES NCT
0817 040	HAYES	HAYES NCT	0818 012	RH-3	RTO
0817 041	HAYES	HAYES NCT	0818 013	RH-3	RTO
0817 042	HAYES	HAYES NCT	0818 016	HAYES	HAYES NCT
0817 043	HAYES	HAYES NCT	0818 017	HAYES	HAYES NCT
0817 044	HAYES	HAYES NCT	0818 018A	HAYES	RTO
0817 045	HAYES	HAYES NCT	0818 020	RH-3/HAYES	HAYES NCT/RTO
0817 046	HAYES	HAYES NCT	0818 021	RH-3/HAYES	HAYES NCT/RTO
0817 047	HAYES	HAYES NCT	0818 022A	HAYES	HAYES NCT
0817 049	HAYES	HAYES NCT	0818 022B	RH-3	RTO
0817 050	HAYES	HAYES NCT	0818 023	RH-3/HAYES	HAYES NCT/RTO
0817 051	HAYES	HAYES NCT	0818 024	HAYES	HAYES NCT
0817 052	HAYES	HAYES NCT	0818 025	RH-3	RTO
0817 053	HAYES	HAYES NCT	0818 026	RH-3	RTO
0817 054	HAYES	HAYES NCT	0818 027	RH-3	RTO
0817 055	HAYES	HAYES NCT	0818 028	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0817 056	HAYES	HAYES NCT	0818 029	RH-3	RTO
0817 057	HAYES	HAYES NCT	0818 030	RH-3	RTO
0817 058	HAYES	HAYES NCT	0818 031	HAYES	HAYES NCT
0817 059	HAYES	HAYES NCT	0818 033	RH-3	RTO
0817 060	HAYES	HAYES NCT	0818 034	RH-3	RTO
0817 061	HAYES	HAYES NCT	0818 035	RH-3	RTO
0817 062	HAYES	HAYES NCT	0818 036	HAYES	HAYES NCT
0817 063	HAYES	HAYES NCT	0818 037	RH-3	RTO
0817 066	HAYES	HAYES NCT	0818 039	RH-3	RTO
0817 068	HAYES	HAYES NCT	0818 040	RH-3	HAYES NCT
0818 001	HAYES	HAYES NCT	0818 041	RH-3	RTO
0818 002	RH-3	HAYES NCT	0818 042	RH-3	RTO
0818 005	RH-3	RTO	0818 043	RH-3	RTO
0818 006A	RH-3	RTO	0818 044	RH-3	RTO
0818 007	RH-3	RTO	0818 045	RH-3	RTO
0818 007A	RH-3	RTO	0818 046	HAYES	RTO
0818 008	RH-3	RTO	0818 047	HAYES	RTO
0818 010	RH-3	RTO	0818 050	RH-3	RTO
0818 051	RH-3	RTO	0819 021	RH-3	RTO
0818 052	RH-3	RTO	0819 022	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0818 053	RH-3	RTO	0819 027	RH-3	RTO
0818 055	HAYES	HAYES NCT	0819 028	RH-3	RTO
0818 056	HAYES	HAYES NCT	0819 029	RH-3	RTO
0818 057	HAYES	HAYES NCT	0819 030	RH-3	RTO
0818 058	HAYES	HAYES NCT	0819 031	RH-3	RTO
0818 059	HAYES	HAYES NCT	0819 032	RH-3	RTO
0818 060	HAYES	HAYES NCT	0819 034	HAYES	HAYES NCT
0818 061	HAYES	HAYES NCT	0819 035	HAYES	HAYES NCT
0818 062	HAYES	HAYES NCT	0819 036	HAYES	RTO
0818 063	HAYES	HAYES NCT	0819 037	HAYES	RTO
0819 001	HAYES	HAYES NCT	0819 038	HAYES	RTO
0819 002	HAYES	HAYES NCT	0819 039	HAYES	RTO
0819 004	RH-3	RTO	0819 040	HAYES	RTO
0819 005	RH-3	RTO	0819 041	HAYES	RTO
0819 005A	RH-3	RTO	0819 042	RH-3	RTO
0819 006	RH-3	RTO	0819 043	RH-3	RTO
0819 006A	RH-3	RTO	0819 044	RH-3	RTO
0819 008	RH-3	RTO	0819 045	HAYES	RTO
0819 008A	RH-3	RTO	0819 047	HAYES	RTO
0819 009	RH-3	RTO	0819 048	HAYES	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0819 010	RH-3	RTO	0819 049	HAYES	RTO
0819 010A	RH-3	RTO	0819 050	RH-3	RTO
0819 011	RH-3	RTO	0819 051	RH-3	RTO
0819 011A	RH-3	RTO	0830 001	RH-3	RTO
0819 012	RH-3	RTO	0830 003	RH-3	RTO
0819 013	RH-3	RTO	0830 004	RH-3	RTO
0819 013A	RH-3	RTO	0830 005	RH-3	RTO
0819 013B	RH-3	RTO	0830 006	RH-3	RTO
0819 014A	RH-3	RTO	0830 006A	RH-3	RTO
0819 014B	RH-3	RTO	0830 008	RH-3	RTO
0819 015	RH-3	RTO	0830 009	RH-3	RTO
0830 011	RH-3	RTO	0830 039	RH-3	RTO
0830 012	RH-3	RTO	0830 040	RH-3	RTO
0830 012A	RH-3	RTO	0830 041	RH-3	RTO
0830 012B	RH-3	RTO	0830 042	RH-3	RTO
0830 012C	RH-3	RTO	0831 001	RM-2	RTO/HAYES NCT
0830 013	RH-3	RTO	0831 001A	RM-2	RTO/HAYES NCT
0830 014	RM-2	RTO	0831 021	RM-2	RTO
0830 015	RM-2	RTO	0831 023	P	HAYES NCT/RTO
0830 016	RH-3	RTO	0831 024	P	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0830 017	RH-3	RTO	0832 002	HAYES	HAYES NCT
0830 018	RH-3	RTO	0832 004	HAYES	HAYES NCT
0830 019	RH-3	RTO	0832 005	HAYES	HAYES NCT
0830 020	RH-3	RTO	0832 006	HAYES	HAYES NCT
0830 020A	RH-3	RTO	0832 007	HAYES	HAYES NCT
0830 021	RH-3	RTO	0832 008	HAYES	HAYES NCT
0830 021A	RH-3	RTO	0832 009	HAYES	HAYES NCT
0830 022	RH-3	RTO	0832 009A	HAYES	HAYES NCT
0830 022A	RH-3	RTO	0832 025	RH-3	HAYES NCT
0830 023	RH-3	RTO	0832 026	RH-3	HAYES NCT
0830 023A	RH-3	RTO	0832 067	HAYES	HAYES NCT
0830 024	RH-3	RTO	0832 068	HAYES	HAYES NCT
0830 025	RH-3	RTO	0832 069	HAYES	HAYES NCT
0830 025A	RH-3	RTO	0832 074	HAYES	HAYES NCT
0830 026	RH-3	RTO	0832 075	HAYES	HAYES NCT
0830 027	RH-3	RTO	0832 076	HAYES	HAYES NCT
0830 028	RH-3	RTO	0833 002	HAYES	HAYES NCT
0830 029	RH-3	RTO	0833 014	HAYES	HAYES NCT
0830 030	RH-3	RTO	0833 018	HAYES	HAYES NCT
0830 031	RH-3	RTO	0833 019	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0830 032	RH-3	RTO	0833 020	HAYES	HAYES NCT
0830 036	RH-3	RTO	0833 021	HAYES	HAYES NCT
0830 037	RH-3	RTO	0833 022	HAYES	HAYES NCT
0830 038	RH-3	RTO	0833 023	HAYES	HAYES NCT
0833 024	HAYES	HAYES NCT	0837 069	NC-3	NCT-3
0833 025	HAYES	HAYES NCT	0837 070	NC-3	NCT-3
0833 026	HAYES	HAYES NCT	0837 071	NC-3	NCT-3
0833 027	HAYES	HAYES NCT	0837 072	NC-3	NCT-3
0833 028	HAYES	HAYES NCT	0838 001	HAYES	HAYES NCT
0833 029	HAYES	HAYES NCT	0838 002	HAYES	HAYES NCT
0833 030	HAYES	HAYES NCT	0838 003	HAYES	HAYES NCT
0833 031	HAYES	HAYES NCT	0838 004	HAYES	HAYES NCT
0833 032	HAYES	HAYES NCT	0838 005	NC-3	NCT-3
0833 033	HAYES	HAYES NCT	0838 007	NC-3	NCT-3
0833 034	HAYES	HAYES NCT	0838 008	NC-3	NCT-3
0833 035	HAYES	HAYES NCT	0838 009	NC-3	NCT-3
0833 036	HAYES	HAYES NCT	0838 013	NC-3	NCT-3
0833 037	HAYES	HAYES NCT	0838 013A	NC-3	NCT-3
0833 038	HAYES	HAYES NCT	0838 014	NC-3	NCT-3
0833 039	HAYES	HAYES NCT	0838 021	HAYES	HAYES NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0833 040	HAYES	HAYES NCT	0838 022	HAYES	HAYES NCT
0833 041	HAYES	HAYES NCT	0838 024	HAYES	HAYES NCT
0833 042	HAYES	HAYES NCT	0838 025	HAYES	HAYES NCT
0837 001	NC-3	NCT-3	0838 026	HAYES	HAYES NCT
0837 002	NC-3	NCT-3	0838 027	HAYES	HAYES NCT
0837 003	NC-3	NCT-3	0838 028	HAYES	HAYES NCT
0837 005	NC-3	NCT-3	0838 031	HAYES	HAYES NCT
0837 006	NC-3	NCT-3	0838 032	HAYES	HAYES NCT
0837 007	NC-3	NCT-3	0838 033	HAYES	HAYES NCT
0837 008	NC-3	NCT-3	0838 034	RM-2	HAYES NCT
0837 009	NC-3	NCT-3	0838 035	RH-3	HAYES NCT
0837 010	NC-3	NCT-3	0838 036	NC-3	NCT-3
0837 011	NC-3	NCT-3	0838 037	NC-3	NCT-3
0837 013	HAYES	HAYES NCT	0838 038	NC-3	NCT-3
0837 014	HAYES	HAYES NCT	0838 039	NC-3	NCT-3
0837 015	HAYES	HAYES NCT	0838 040	NC-3	NCT-3
0837 068	NC-3	NCT-3	0838 041	NC-3	NCT-3
0838 042	NC-3	NCT-3	0839 005C	RM-2	RTO
0838 043	NC-3	NCT-3	0839 006	RM-2	HAYES NCT
0838 044	NC-3	NCT-3	0839 006A	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0838 045	NC-3	NCT-3	0839 007	RM-2	RTO
0838 046	NC-3	NCT-3	0839 007A	RM-2	RTO
0838 047	NC-3	NCT-3	0839 010	RM-2	RTO
0838 048	NC-3	NCT-3	0839 012	RM-2	RTO
0838 049	NC-3	NCT-3	0839 015	RM-2	RTO
0838 050	NC-3	NCT-3	0839 016	RM-2	RTO
0838 051	NC-3	NCT-3	0839 016A	RM-2	RTO
0838 052	NC-3	NCT-3	0839 017	RM-2	RTO
0838 053	NC-3	NCT-3	0839 018	RH-3	RTO
0838 054	NC-3	NCT-3	0839 019	RH-3	RTO
0838 055	NC-3	NCT-3	0839 019A	RH-3	RTO
0838 056	NC-3	NCT-3	0839 021	RH-3	RTO
0838 057	NC-3	NCT-3	0839 022	RH-3	RTO
0838 058	NC-3	NCT-3	0839 023	RH-3	RTO
0838 059	NC-3	NCT-3	0839 025	RH-3	RTO
0838 060	NC-3	NCT-3	0839 028	RH-3	RTO
0838 061	NC-3	NCT-3	0839 029	P	HAYES NCT
0838 062	NC-3	NCT-3	0839 032	RM-2	RTO
0838 063	NC-3	NCT-3	0839 033	RM-2	RTO
0838 064	NC-3	NCT-3	0839 034	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0838 065	NC-3	NCT-3	0839 035	RH-3	RTO
0838 066	NC-3	NCT-3	0839 036	RH-3	RTO
0838 067	NC-3	NCT-3	0839 037	RH-3	RTO
0838 068	NC-3	NCT-3	0839 038	RH-3	RTO
0838 069	NC-3	NCT-3	0839 039	RM-2	RTO
0838 070	HAYES	HAYES NCT	0839 040	RM-2	RTO
0838 071	HAYES	HAYES NCT	0839 041	RM-2	RTO
0839 005	RM-2	HAYES NCT	0839 042	RH-3	HAYES NCT
0839 005A	RM-2	HAYES NCT	0839 043	RH-3	HAYES NCT
0839 005B	RM-2	HAYES NCT	0839 044	RH-3	RTO
0839 045	RH-3	RTO	0840 022	RH-3	RTO
0839 054	RM-2	RTO	0840 022A	RH-3	RTO
0839 055	RM-2	RTO	0840 023	RH-3	RTO
0839 057	RH-3	RTO	0840 023A	RH-3	RTO
0839 058	RM-2	RTO	0840 025	RH-3	RTO
0839 059	RM-2	RTO	0840 026	RH-3	RTO
0839 060	RM-2	RTO	0840 027	RM-2	RTO
0839 061	RH-3	RTO	0840 028	RM-2	RTO
0839 062	RH-3	RTO	0840 029	RM-2	RTO
0839 063	RH-3	RTO	0840 030	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0839 064	RH-3	RTO	0840 031	RH-3	RTO
0839 065	RH-3	RTO	0840 032	RH-3	RTO
0839 066	RH-3	RTO	0840 033	RH-3	RTO
0840 001	RH-3	RTO	0840 034	RH-3	RTO
0840 001A	RH-3	RTO	0840 035	RH-3	RTO
0840 002	RM-2	RTO	0840 036	RH-3	RTO
0840 003	RM-2	RTO	0840 037	RH-3	RTO
0840 004	RM-2	RTO	0840 038	RH-3	RTO
0840 005	RM-2	RTO	0841 001	RM-2	RTO
0840 006	RM-2	RTO	0841 002	RM-2	RTO
0840 008	RM-2	RTO	0841 003	RM-2	RTO
0840 009	RM-2	RTO	0841 004	RM-2	RTO
0840 011	RH-3	RTO	0841 004A	RM-2	RTO
0840 012	RH-3	RTO	0841 005	RH-3	RTO
0840 013	RH-3	RTO	0841 008	RH-3	RTO
0840 014	RH-3	RTO	0841 009	RH-3	RTO
0840 014A	RH-3	RTO	0841 020A	RH-3	RTO
0840 015	RH-3	RTO	0841 021	RH-3	RTO
0840 015A	RH-3	RTO	0841 023	RH-3	RTO
0840 017	RH-3	RTO	0841 024	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning
0840 017A	RH-3	RTO
0840 019	RH-3	RTO
0840 020	RH-3	RTO
0841 029	RH-3	RTO
0841 035	RH-3	RTO
0841 036	RH-3	RTO
0841 038	RH-3	RTO
0841 039	RH-3	RTO
0841 040	RH-3	RTO
0850 003E	RM-3	RTO
0850 003G	RM-3	RTO
0850 012	RM-3	RTO
0851 001	RM-2	RTO
0851 002	RM-2	RTO
0851 010	RM-2	RTO
0851 011	RM-2	RTO
0851 012	RM-2	RTO
0851 013	RM-2	RTO
0851 019	RM-2	RTO
0851 027	RM-2	RTO
0841 024A	RH-3	RTO
0841 025	RH-3	RTO
0841 026	RH-3	RTO
0851 045	RM-2	RTO
0851 046	RM-2	RTO
0851 049	RM-2	RTO
0851 050	RM-2	RTO
0852 003	RM-2	HAYES NCT
0852 003A	RM-2	RTO
0852 003B	RM-2	RTO
0852 003C	RM-2	RTO
0852 003D	RM-2	RTO/HAYES NCT
0852 005	RH-3	RTO
0852 005A	RH-3	RTO
0852 006	RH-3	RTO
0852 007	RH-3	RTO
0852 008	RH-3	RTO
0852 009	RH-3	RTO
0852 009A	RH-3	RTO
0852 010	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0851 029	RM-2	RTO	0852 010A	RH-3	RTO
0851 030	RM-2	RTO	0852 012	RH-3	RTO
0851 031	RM-2	RTO	0852 013	RH-3	RTO
0851 032	RM-2	RTO	0852 014	RH-3	RTO
0851 033	RM-2	RTO	0852 017	RH-3	RTO
0851 034	RM-2	RTO	0852 018	RH-3	RTO
0851 035	RM-2	RTO	0852 019A	RH-3	RTO
0851 036	RM-2	RTO	0852 020	RH-3	RTO
0851 037	RM-2	RTO	0852 021	RH-3	RTO
0851 038	RM-2	RTO	0852 022	RH-3	RTO
0851 039	RM-2	RTO	0852 024	RH-3	RTO
0851 040	RM-2	RTO	0852 026	RH-3	HAYES NCT
0851 041	RM-2	RTO	0852 027	RH-3	HAYES NCT
0851 042	RM-2	RTO	0852 028	RH-3	HAYES NCT
0851 043	RM-2	RTO	0852 029	RH-3	HAYES NCT
0851 044	RM-2	RTO	0852 030	RH-3	HAYES NCT
0852 031	RH-3	HAYES NCT	0854 009	NC-3	NCT-3
0852 032	RH-3	HAYES NCT	0855 003	NC-3	NCT-3
0852 033	RH-3	RTO	0855 004	NC-3	NCT-3
0852 034	RH-3	RTO	0855 010	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0852 035	RH-3	RTO	0855 011	RM-2	NCT-3/HAYES NCT
0852 036	RH-3	RTO	0855 012	NC-3	NCT-3
0852 037	RH-3	RTO	0855 013	NC-3	NCT-3
0852 038	RH-3	RTO	0855 016	NC-3	NCT-3
0852 039	RH-3	RTO	0855 017	NC-3	NCT-3
0852 040	RH-3	RTO	0855 019	NC-3	NCT-3
0852 044	RM-2	RTO	0855 021	NC-3	NCT-3
0852 045	RM-2	RTO	0855 022	NC-3	NCT-3
0853 002	NC-3	NCT-3	0855 023	NC-3	NCT-3
0853 002A	NC-3	NCT-3	0855 024	NC-3	NCT-3
0853 004	NC-3	NCT-3	0855 025	NC-3	NCT-3
0853 006	NC-3	NCT-3	0855 026	NC-3	NCT-3
0853 007	NC-3	NCT-3	0855 027	NC-3	NCT-3
0853 015	NC-3	NCT-3	0855 028	NC-3	NCT-3
0853 016	NC-3	NCT-3	0855 029	NC-3	NCT-3
0853 017	NC-3	NCT-3	0855 030	NC-3	NCT-3
0853 017A	NC-3	NCT-3	0855 031	NC-3	NCT-3
0853 018	NC-3	NCT-3	0855 032	NC-3	NCT-3
0853 018A	NC-3	NCT-3	0855 033	NC-3	NCT-3
0853 019	NC-3	NCT-3	0855 034	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0853 021	RM-2	HAYES NCT	0855 035	NC-3	NCT-3
0853 022	RH-3	HAYES NCT	0855 036	NC-3	NCT-3
0853 023	NC-3	NCT-3	0855 037	NC-3	NCT-3
0854 001	NC-3	NCT-3	0855 038	NC-3	NCT-3
0854 002	NC-3	NCT-3	0855 039	NC-3	NCT-3
0854 003	NC-3	NCT-3	0855 040	NC-3	NCT-3
0854 004	NC-3	NCT-3	0855 041	NC-3	NCT-3
0854 005	NC-3	NCT-3	0855 042	NC-3	NCT-3
0854 006	NC-3	NCT-3	0856 001	RM-2	HAYES NCT
0856 002	RM-2	HAYES NCT	0858 013A	RH-3	RTO
0856 003	RM-2	RTO	0858 014	RH-3	RTO
0856 007	RH-3	RTO	0858 015	RH-3	RTO
0856 008	RH-3	RTO	0858 015A	RH-3	RTO
0856 009	RH-3	RTO	0858 015B	RH-3	RTO
0856 010	RH-3	RTO	0858 015C	RH-3	RTO
0856 011A	RH-3	RTO	0858 016	RH-3	RTO
0856 012	RH-3	RTO	0858 016A	RH-3	RTO
0856 013	RH-3	RTO	0858 017	RH-3	RTO
0856 014	RH-3	RTO	0858 018	NC-2	RTO
0856 015	RH-3	RTO	0858 019	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0856 016	RH-3	RTO	0858 020	RH-3	RTO
0856 017	RH-3	RTO	0858 021	RH-3	RTO
0856 017A	RH-3	RTO	0858 022	RH-3	RTO
0856 018	RM-2	RTO	0858 022A	RH-3	RTO
0856 019	RM-2	RTO	0858 023	RH-3	RTO
0856 020	RM-2	RTO	0858 024	RH-3	RTO
0856 021	RM-2	RTO	0858 024A	RH-3	RTO
0856 023	RM-2	RTO	0858 025	RH-3	RTO
0856 028	RH-3	RTO	0858 026	RH-3	RTO
0856 029	RH-3	RTO	0858 027	RH-3	RTO
0858 002	RH-3	RTO	0858 028	RH-3	RTO
0858 003	RH-3	RTO	0858 029	RH-3	RTO
0858 003A	RH-3	RTO	0858 030	RH-3	RTO
0858 005	RH-3	RTO	0858 031	RH-3	RTO
0858 006	RH-3	RTO	0858 032	RH-3	RTO
0858 007	RH-3	RTO	0858 033	RH-3	RTO
0858 008	RH-3	RTO	0858 034	RH-3	RTO
0858 009	RH-3	RTO	0858 035	RH-3	RTO
0858 011	RH-3	RTO	0858 036	RH-3	RTO
0858 011A	RH-3	RTO	0858 037	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0858 012	RH-3	RTO	0858 039	RH-3	RTO
0858 013	RH-3	RTO	0858 040	RH-3	RTO
0858 041	RH-3	RTO	0866 006	RH-3	RTO
0858 042	RH-3	RTO	0866 007	RH-3	RTO
0863 011	RH-3	RTO	0866 008	RH-3	RTO
0863 012	RH-3	RTO	0866 009	RH-3	RTO
0863 013	RH-3	RTO	0866 019	RH-3	RTO
0863 014	RH-3	RTO	0866 020	RH-3	RTO
0863 015	RH-3	RTO	0866 020A	RH-3	RTO
0863 016	RH-3	RTO	0866 021	RH-3	RTO
0863 017	RH-3	RTO	0866 022	RH-3	RTO
0864 019	RH-3	RTO	0866 023	RH-3	RTO
0864 020	RH-3	RTO	0866 024	RH-3	RTO
0864 021	RH-3	RTO	0867 006	RH-3	RTO
0864 022	RH-3	RTO	0867 007	RH-3	RTO
0864 023	RH-3	RTO	0867 008	RH-3	RTO
0864 024	RH-3	RTO	0867 008A	RH-3	RTO
0864 025	RH-3	RTO	0867 009	RH-3	RTO
0864 026	RH-3	RTO	0867 010	RH-3	RTO
0864 027	RH-3	RTO	0867 010A	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0864 028	RH-3	RTO	0867 011	RH-3	RTO
0865 001	RH-3	RTO	0867 011A	RH-3	RTO
0865 020	RH-3	RTO	0867 012A	RH-3	RTO
0865 021	RH-3	RTO	0867 013	RH-3	RTO
0865 022	RH-3	RTO	0867 013A	RH-3	RTO
0865 023	RH-3	RTO	0867 016	RH-3	RTO
0865 025	RH-3	RTO	0867 016A	RH-3	RTO
0865 033	RH-3	RTO	0867 017	RH-3	RTO
0865 034	RH-3	RTO	0867 019A	RH-3	RTO
0865 035	RH-3	RTO	0867 021	RH-3	RTO
0866 001	RH-3	RTO	0867 022	RH-3	RTO
0866 002	RH-3	RTO	0867 023	RH-3	RTO
0866 003	RH-3	RTO	0867 025	RH-3	RTO
0866 004	RH-3	RTO	0867 026	RH-3	RTO
0866 005	RH-3	RTO	0867 027	RH-3	RTO
0867 028	RH-3	RTO	0867 066	RH-3	RTO
0867 028A	RH-3	RTO	0867 067	RH-3	RTO
0867 029	RH-3	RTO	0867 068	RH-3	RTO
0867 031	RH-3	RTO	0867 069	RH-3	RTO
0867 032	RH-3	RTO	0868 003	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0867 033	RH-3	RTO	0868 004	RH-3	RTO
0867 034	RH-3	RTO	0868 005	RH-3	RTO
0867 034A	RH-3	RTO	0868 007	RH-3	RTO
0867 035	RH-3	RTO	0868 008	RH-3	RTO
0867 035A	RH-3	RTO	0868 008A	RH-3	RTO
0867 037	RH-3	RTO	0868 008B	RH-3	RTO
0867 038	RH-3	RTO	0868 008C	RH-3	RTO
0867 041	RH-3	RTO	0868 009	RH-3	RTO
0867 042	RH-3	RTO	0868 009A	RH-3	RTO
0867 043	RH-3	RTO	0868 009B	RH-3	RTO
0867 044	RH-3	RTO	0868 010	RH-3	RTO
0867 045	RH-3	RTO	0868 010A	RH-3	RTO
0867 046	RH-3	RTO	0868 011	RH-3	RTO
0867 047	RH-3	RTO	0868 011A	RH-3	RTO
0867 048	RH-3	RTO	0868 014	RH-3	RTO
0867 049	RH-3	RTO	0868 015	RH-3	RTO
0867 050	RH-3	RTO	0868 016	RH-3	RTO
0867 051	RH-3	RTO	0868 017	RH-3	RTO
0867 052	RH-3	RTO	0868 019	RH-3	RTO
0867 053	RH-3	RTO	0868 020	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0867 054	RH-3	RTO	0868 021	RH-3	RTO
0867 055	RH-3	RTO	0868 027	RH-3	RTO
0867 056	RH-3	RTO	0868 027A	RH-3	RTO
0867 057	RH-3	RTO	0868 027B	RH-3	RTO
0867 058	RH-3	RTO	0868 028	RH-3	RTO
0867 059	RH-3	RTO	0868 029	RH-3	RTO
0867 060	RH-3	RTO	0868 029A	RH-3	RTO
0867 061	RH-3	RTO	0868 030	RH-3	RTO
0868 031	RH-3	RTO	0869 007	RH-3	RTO
0868 032	RH-3	RTO	0869 008	RH-3	RTO
0868 033	RH-3	RTO	0869 009	RH-3	RTO
0868 034	RH-3	RTO	0869 010	RH-3	RTO
0868 034A	RH-3	RTO	0869 011	RH-3	RTO
0868 035	RH-3	RTO	0869 012	RH-3	RTO
0868 036	RH-3	RTO	0869 013	RH-3	RTO
0868 036A	RH-3	RTO	0869 014	RH-3	RTO
0868 037	RH-3	RTO	0869 015	RH-3	RTO
0868 039	RH-3	RTO	0869 016	RH-3	RTO
0868 040	RH-3	RTO	0869 017	RH-3	RTO
0868 047	RH-3	RTO	0869 018	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0868 048	RH-3	RTO	0869 019	RH-3	RTO
0868 051	RH-3	RTO	0869 020	RH-3	RTO
0868 052	RH-3	RTO	0869 021	RH-3	RTO
0868 053	RH-3	RTO	0869 022	RH-3	RTO
0868 054	RH-3	RTO	0869 023	RH-3	RTO
0868 055	RH-3	RTO	0869 024	RH-3	RTO
0868 056	RH-3	RTO	0869 025	RH-3	RTO
0868 058	RH-3	RTO	0869 026	RH-3	RTO
0868 059	RH-3	RTO	0869 027	RH-3	RTO
0868 060	RH-3	RTO	0869 028	RH-3	RTO
0868 061	RH-3	RTO	0869 029	RH-3	RTO
0868 062	RH-3	RTO	0869 030	RH-3	RTO
0868 063	RH-3	RTO	0869 031	RH-3	RTO
0868 064	RH-3	RTO	0869 032	RH-3	RTO
0868 065	RH-3	RTO	0869 034	RH-3	RTO
0868 066	RH-3	RTO	0869 034A	RH-3	RTO
0869 001	RH-3	RTO	0869 035	RH-3	RTO
0869 002	RH-3	RTO	0869 036	RH-3	RTO
0869 003	RH-3	RTO	0869 038	RH-3	RTO
0869 005	RH-3	RTO	0869 040	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0869 006	RH-3	RTO	0869 041	RH-3	RTO
0869 042	RH-3	RTO	0872 010	RM-3	RTO
0869 043	RH-3	RTO	0872 012	RM-3	RTO
0869 044	RH-3	RTO	0872 013	RM-3	RTO
0869 045	RH-3	RTO	0872 014	RM-3	RTO
0869 046	RH-3	RTO	0872 015	RM-3	RTO
0871 004	NC-3	NCT-3	0872 016	RM-3	RTO
0871 005	NC-3	NCT-3/RTO	0872 017	RM-3	RTO
0871 006	NC-3	NCT-3	0872 018	RM-3	RTO
0871 007	NC-3	NCT-3	0872 019	RM-3	RTO
0871 008	NC-3	NCT-3	0872 020	RM-3	RTO
0871 010	RM-3	RTO	0872 021	RM-3	RTO
0871 012	RM-3	RTO	0872 022	RM-3	RTO
0871 014	NC-3	NCT-3	0872 023	RM-3	RTO
0871 016	NC-3	NCT-3	0872 024	RM-3	RTO
0871 017	RM-3	RTO	0874 003	RM-3	RTO
0871 018	RM-3	RTO	0874 007	RM-3	RTO
0871 019	RM-3	RTO	0874 008	RM-3	RTO
0871 020	RM-3	RTO	0874 009	RM-3	RTO
0871 021	RM-3	RTO	0874 010	RM-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0871 022	RM-3	RTO	0874 011	RM-3	RTO
0871 023	RM-3	RTO	0874 014	NC-3	NCT-3
0871 024	RM-3	RTO	0874 015	RM-3	RTO
0871 025	RM-3	RTO	0874 016	RM-3	RTO
0871 026	RM-3	RTO	0874 017	RM-3	RTO
0872 001	NC-3	NCT-3	0874 018	RM-3	RTO
0872 002	NC-3	NCT-3	0874 019	RM-3	RTO
0872 004	NC-3	NCT-3	0874 020	RM-3	RTO
0872 005	NC-3	NCT-3	0874 021	RM-3	RTO
0872 006	NC-3	NCT-3	0874 022	RM-3	RTO
0872 007	NC-3	NCT-3	0874 023	RM-3	RTO
0872 008	RM-3	NCT-3	0875 001	RM-2	RTO
0872 008A	RM-3	NCT-3	0875 002	RM-2	RTO
0872 009	RM-3	RTO	0875 002A	RM-2	RTO
0875 003A	RM-2	RTO	3501 007	NC-3	NCT-3
0875 005	RM-2	RTO	3502 010	C-M	NCT-3/RTO
0875 006	RM-2	RTO	3502 013	RM-1/C-M	NCT-3/RTO
0875 007	RM-2	RTO	3502 014	C-M	NCT-3
0875 008	RM-2	RTO	3502 019	RM-2	RTO
0875 011	RM-2	RTO	3502 020	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0875 012	RM-2	RTO	3502 021	RM-2	RTO
0875 013	RM-2	RTO	3502 024	RM-2	RTO
0875 014	RM-2	RTO	3502 025	RM-2	RTO
0875 015	RM-2	RTO	3502 026	RM-2	RTO
0875 016	RM-2	RTO	3502 027	RM-2	RTO
0875 019	RM-2	RTO	3502 028	RM-2	RTO
0875 020	RM-2	RTO	3502 029	RM-2	RTO
0875 022	RM-2	RTO	3502 032	RM-2	RTO
0875 023	RM-2	RTO	3502 033	RM-2	RTO
0875 024	RM-2	RTO	3502 034	RM-2	RTO
0875 025	RM-2	RTO	3502 035	RM-2	RTO
0875 026	RM-2	RTO	3502 036	RM-2	RTO
0875 027	RM-2	RTO	3502 037	RM-2	RTO
0875 028	RM-2	RTO	3502 038	RM-2	RTO
0875 029	RM-2	RTO	3502 039	RM-2	RTO
0875 030	RM-2	RTO	3502 040	NC-3	NCT-3
0875 031	RM-2	RTO	3502 041	NC-3	NCT-3
0875 032	RM-2	RTO	3502 042	NC-3	NCT-3
0875 033	RM-2	RTO	3502 043	NC-3	NCT-3
0875 034	RM-2	RTO	3502 044	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0875 035	RM-2	RTO	3502 047	RM-1	RTO
3501 001	NC-3	NCT-3	3502 047A	RM-1	RTO
3501 002	NC-3	NCT-3	3502 048	RM-1	RTO
3501 003	NC-3	NCT-3	3502 049	RM-1	RTO
3501 004	NC-3	NCT-3	3502 050	RM-1	RTO
3501 005	NC-3	NCT-3	3502 051	RM-1	RTO
3501 006	NC-3	NCT-3	3502 052	RM-1	RTO
3502 053	RM-1	RTO	3502 089	RM-1	RTO
3502 054	RM-2	RTO	3502 095	RM-1	RTO
3502 055	RM-1	RTO	3502 104	RM-1/C-M	NCT-3/RTO
3502 056	RM-1	RTO	3502 106	RM-2	RTO
3502 057	RM-1	RTO	3502 107	RM-2	RTO
3502 058	RM-1	RTO	3502 108	C-M	NCT-3
3502 059	RM-1	RTO	3502 110	RM-1/C-M	RTO/NCT-3
3502 061	RM-1	RTO	3502 111	RM-1	RTO
3502 062	RM-1	RTO	3502 112	C-M	NCT-3
3502 063	RM-1	RTO	3502 113	C-M	NCT-3
3502 064	RM-1	RTO	3502 114	NC-3	NCT-3
3502 065	RM-1	RTO	3502 115	NC-3	NCT-3
3502 066	RM-1	RTO	3502 116	NC-3	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3502 067	RM-1	RTO	3502 117	NC-3	NCT-3
3502 068	NC-3	NCT-3	3502 118	RH-3	RTO
3502 070	NC-3	NCT-3	3502 119	RH-3	RTO
3502 071	RH-3	RTO	3502 120	RM-1	RTO
3502 072	RH-3	RTO	3502 121	RM-1	RTO
3502 073	RH-3	RTO	3503 002	NC-3	NCT-3
3502 074	RH-3	RTO	3503 003	C-M	NCT-3
3502 075	RH-3	RTO	3504 001	C-M	NCT-3
3502 076	RH-3	RTO	3504 002	C-M	NCT-3
3502 077	RH-3	RTO	3504 011	C-M	NCT-3
3502 078	RH-3	RTO	3504 012	C-M	NCT-3
3502 079	RH-3	RTO	3504 013	C-M	NCT-3
3502 081	RM-1	RTO	3504 017	C-M	NCT-3
3502 082	RM-1	RTO	3504 019	C-M	NCT-3
3502 083	RM-1	RTO	3504 022	C-M	NCT-3
3502 084	RM-1	RTO	3504 023	C-M	NCT-3
3502 085	RM-1	RTO	3504 024	C-M	NCT-3
3502 086	RM-1	RTO	3504 025	C-M	NCT-3
3502 087	RM-1	RTO	3504 026	C-M	NCT-3
3502 088	RM-1	RTO	3504 027	C-M	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3504 028	C-M	NCT-3	3504 072	C-M	NCT-3
3504 030	C-M	NCT-3	3504 073	C-M	NCT-3
3504 033	C-M	NCT-3	3504 074	C-M	NCT-3
3504 038	C-M	NCT-3	3504 075	C-M	NCT-3
3504 039	C-M	NCT-3	3504 076	C-M	NCT-3
3504 040	C-M	NCT-3	3505 001	C-M	NCT-3
3504 044	C-M	NCT-3	3505 004	C-M	NCT-3
3504 045	C-M	NCT-3	3505 005	C-M	NCT-3
3504 046	C-M	NCT-3	3505 007	C-M	NCT-3
3504 047	C-M	NCT-3	3505 008	C-M	NCT-3
3504 049	C-M	NCT-3	3505 009	C-M	NCT-3
3504 050	C-M	NCT-3	3505 010	C-M	C-3-G/NCT-3
3504 051	C-M	NCT-3	3505 012	C-M	C-3-G
3504 052	C-M	NCT-3	3505 013	C-M	C-3-G
3504 053	C-M	NCT-3	3505 016	C-M	NCT-3
3504 054	C-M	NCT-3	3505 018	C-M	NCT-3
3504 055	C-M	NCT-3	3505 020	C-M	NCT-3
3504 056	C-M	NCT-3	3505 021	C-M	NCT-3
3504 057	C-M	NCT-3	3505 022	C-M	NCT-3
3504 058	C-M	NCT-3	3505 023	C-M	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3504 059	C-M	NCT-3	3505 024	C-M	NCT-3
3504 060	C-M	NCT-3	3505 025	C-M	NCT-3
3504 061	C-M	NCT-3	3505 026	C-M	NCT-3
3504 062	C-M	NCT-3	3505 027	C-M	NCT-3
3504 063	C-M	NCT-3	3505 028	C-M	NCT-3
3504 064	C-M	NCT-3	3505 029	C-M	NCT-3
3504 065	C-M	NCT-3	3505 032	C-M	NCT-3
3504 066	C-M	NCT-3	3505 032A	C-M	NCT-3
3504 067	C-M	NCT-3	3505 033	C-M	NCT-3
3504 068	C-M	NCT-3	3505 033A	C-M	NCT-3
3504 069	C-M	NCT-3	3510 049	C-M	C-3-G
3504 070	C-M	NCT-3	3510 057	C-M	C-3-G
3504 071	C-M	NCT-3	3511 001	C-M	C-3-G
3511 023	C-M	NCT-3	3513 059	RM-1	NCT-3
3511 025	C-M	NCT-3	3513 062	RM-1	NCT-3
3511 031	C-M	C-3-G	3513 069	C-M	NCT-3
3511 033	C-M	C-3-G	3513 071	C-M	NCT-3
3511 074	C-M	C-3-G	3513 073	C-M	NCT-3
3511 075	C-M	C-3-G	3513 074	C-M	NCT-3
3511 080	RH-3	C-3-G	3513 075	C-M	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3511 082	RH-3	C-3-G	3513 077	RM-1	NCT-3
3511 093	C-M	C-3-G	3513 080	C-M	NCT-3
3512 001	C-M	C-3-G	3513 083	RM-1/C-M	NCT-3
3512 005	C-M	NCT-3	3513 084	RM-1/C-M	NCT-3
3512 006	C-M	NCT-3	3513 085	RM-1/C-M	NCT-3
3512 008	C-M	NCT-3	3513 086	RM-1/C-M	NCT-3
3513 001	C-M	NCT-3	3513 087	RM-1/C-M	NCT-3
3513 022	C-M	NCT-3	3513 088	RM-1/C-M	NCT-3
3513 023	C-M	NCT-3	3513 089	RM-1/C-M	NCT-3
3513 024	C-M	NCT-3	3513 090	RM-1/C-M	NCT-3
3513 030	RM-1	NCT-3	3513 091	RM-1/C-M	NCT-3
3513 037A	RM-1	NCT-3	3513 092	RM-1/C-M	NCT-3
3513 044	RM-1	NCT-3	3513 093	RM-1/C-M	NCT-3
3513 045	RM-1	NCT-3	3513 094	RM-1/C-M	NCT-3
3513 046	RM-1	NCT-3	3513 095	RM-1/C-M	NCT-3
3513 047	RM-1	NCT-3	3513 096	RM-1/C-M	NCT-3
3513 048	RM-1	NCT-3	3513 097	RM-1/C-M	NCT-3
3513 049	RM-1	NCT-3	3513 098	RM-1/C-M	NCT-3
3513 050	RM-1	NCT-3	3513 099	RM-1/C-M	NCT-3
3513 051	RM-1	NCT-3	3513 100	RM-1/C-M	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 052	RM-1	NCT-3	3513 101	RM-1/C-M	NCT-3
3513 054	RM-1	NCT-3	3513 102	RM-1/C-M	NCT-3
3513 055	RM-1	NCT-3	3513 103	RM-1/C-M	NCT-3
3513 056	RM-1	NCT-3	3513 104	RM-1/C-M	NCT-3
3513 057	RM-1	NCT-3	3513 105	RM-1/C-M	NCT-3
3513 058	RM-1	NCT-3	3513 106	RM-1/C-M	NCT-3
3513 107	RM-1/C-M	NCT-3	3513 140	RM-1/C-M	NCT-3
3513 108	RM-1/C-M	NCT-3	3513 141	RM-1/C-M	NCT-3
3513 109	RM-1/C-M	NCT-3	3513 142	RM-1/C-M	NCT-3
3513 110	RM-1/C-M	NCT-3	3513 143	RM-1/C-M	NCT-3
3513 111	RM-1/C-M	NCT-3	3513 144	RM-1/C-M	NCT-3
3513 112	RM-1/C-M	NCT-3	3513 145	RM-1/C-M	NCT-3
3513 113	RM-1/C-M	NCT-3	3513 146	RM-1/C-M	NCT-3
3513 114	RM-1/C-M	NCT-3	3513 147	RM-1/C-M	NCT-3
3513 115	RM-1/C-M	NCT-3	3513 148	RM-1/C-M	NCT-3
3513 116	RM-1/C-M	NCT-3	3513 149	RM-1/C-M	NCT-3
3513 117	RM-1/C-M	NCT-3	3513 150	RM-1/C-M	NCT-3
3513 118	RM-1/C-M	NCT-3	3513 151	RM-1/C-M	NCT-3
3513 119	RM-1/C-M	NCT-3	3513 152	RM-1/C-M	NCT-3
3513 120	RM-1/C-M	NCT-3	3513 153	RM-1/C-M	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 121	RM-1/C-M	NCT-3	3513 154	RM-1/C-M	NCT-3
3513 122	RM-1/C-M	NCT-3	3513 155	RM-1/C-M	NCT-3
3513 123	RM-1/C-M	NCT-3	3513 156	RM-1/C-M	NCT-3
3513 124	RM-1/C-M	NCT-3	3513 157	RM-1/C-M	NCT-3
3513 125	RM-1/C-M	NCT-3	3513 158	RM-1/C-M	NCT-3
3513 126	RM-1/C-M	NCT-3	3513 159	RM-1/C-M	NCT-3
3513 127	RM-1/C-M	NCT-3	3513 160	RM-1/C-M	NCT-3
3513 128	RM-1/C-M	NCT-3	3513 161	RM-1/C-M	NCT-3
3513 129	RM-1/C-M	NCT-3	3513 162	RM-1/C-M	NCT-3
3513 130	RM-1/C-M	NCT-3	3513 163	RM-1/C-M	NCT-3
3513 131	RM-1/C-M	NCT-3	3513 164	RM-1/C-M	NCT-3
3513 132	RM-1/C-M	NCT-3	3513 165	RM-1/C-M	NCT-3
3513 133	RM-1/C-M	NCT-3	3513 166	RM-1/C-M	NCT-3
3513 134	RM-1/C-M	NCT-3	3513 167	RM-1/C-M	NCT-3
3513 135	RM-1/C-M	NCT-3	3513 168	RM-1/C-M	NCT-3
3513 136	RM-1/C-M	NCT-3	3513 169	RM-1/C-M	NCT-3
3513 137	RM-1/C-M	NCT-3	3513 170	RM-1/C-M	NCT-3
3513 138	RM-1/C-M	NCT-3	3513 171	RM-1/C-M	NCT-3
3513 139	RM-1/C-M	NCT-3	3513 172	RM-1/C-M	NCT-3
3513 173	RM-1/C-M	NCT-3	3514 028	C-M	NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 174	RM-1/C-M	NCT-3	3514 029	C-M	NCT-3
3513 175	RM-1/C-M	NCT-3	3514 030	C-M	NCT-3
3513 176	RM-1/C-M	NCT-3	3514 031	C-M	NCT-3
3513 177	RM-1/C-M	NCT-3	3514 039	C-M	NCT-3
3513 178	RM-1/C-M	NCT-3	3514 041	C-M	NCT-3
3513 179	RM-1/C-M	NCT-3	3514 042	C-M	NCT-3
3513 180	RM-1/C-M	NCT-3	3514 043	C-M	C-3-G
3513 181	RM-1/C-M	NCT-3	3514 045	C-M	C-3-G/NCT-3
3513 182	RM-1/C-M	NCT-3	3514 046	C-M	C-3-G/NCT-3
3513 183	RM-1/C-M	NCT-3	3514 048	C-M	C-3-G/NCT-3
3513 184	RM-1/C-M	NCT-3	3514 049	C-M	C-3-G/NCT-3
3513 185	RM-1/C-M	NCT-3	3514 050	C-M	C-3-G/NCT-3
3513 186	RM-1/C-M	NCT-3	3514 051	C-M	C-3-G/NCT-3
3513 187	RM-1/C-M	NCT-3	3514 052	C-M	C-3-G/NCT-3
3513 188	RM-1/C-M	NCT-3	3514 053	C-M	C-3-G/NCT-3
3513 189	RM-1/C-M	NCT-3	3514 054	C-M	C-3-G/NCT-3
3513 190	RM-1/C-M	NCT-3	3514 055	C-M	C-3-G/NCT-3
3513 191	RM-1/C-M	NCT-3	3514 056	C-M	C-3-G/NCT-3
3513 192	RM-1/C-M	NCT-3	3514 057	C-M	C-3-G/NCT-3
3513 193	RM-1/C-M	NCT-3	3514 058	C-M	C-3-G/NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 194	RM-1/C-M	NCT-3	3514 059	C-M	C-3-G/NCT-3
3513 195	RM-1/C-M	NCT-3	3514 060	C-M	C-3-G/NCT-3
3514 003	C-M	C-3-G	3514 061	C-M	C-3-G/NCT-3
3514 004	C-M	NCT-3	3514 062	C-M	C-3-G/NCT-3
3514 004A	C-M	NCT-3	3514 063	C-M	C-3-G/NCT-3
3514 005	C-M	NCT-3	3514 064	C-M	C-3-G/NCT-3
3514 006	C-M	NCT-3	3514 065	C-M	C-3-G/NCT-3
3514 007	C-M	NCT-3	3514 066	C-M	C-3-G/NCT-3
3514 008	C-M	NCT-3	3514 067	C-M	C-3-G/NCT-3
3514 009	C-M	NCT-3	3514 068	C-M	C-3-G/NCT-3
3514 010	C-M	NCT-3	3514 069	C-M	C-3-G/NCT-3
3514 022	C-M	NCT-3	3514 070	C-M	C-3-G/NCT-3
3514 071	C-M	C-3-G/NCT-3	3514 104	C-M	C-3-G/NCT-3
3514 072	C-M	C-3-G/NCT-3	3514 105	C-M	C-3-G/NCT-3
3514 073	C-M	C-3-G/NCT-3	3514 106	C-M	C-3-G/NCT-3
3514 074	C-M	C-3-G/NCT-3	3514 107	C-M	C-3-G/NCT-3
3514 075	C-M	C-3-G/NCT-3	3514 108	C-M	C-3-G/NCT-3
3514 076	C-M	C-3-G/NCT-3	3514 109	C-M	C-3-G/NCT-3
3514 077	C-M	C-3-G/NCT-3	3514 110	C-M	C-3-G/NCT-3
3514 078	C-M	C-3-G/NCT-3	3514 111	C-M	C-3-G/NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 079	C-M	C-3-G/NCT-3	3514 112	C-M	C-3-G/NCT-3
3514 080	C-M	C-3-G/NCT-3	3514 113	C-M	C-3-G/NCT-3
3514 081	C-M	C-3-G/NCT-3	3514 114	C-M	C-3-G/NCT-3
3514 082	C-M	C-3-G/NCT-3	3514 115	C-M	C-3-G/NCT-3
3514 083	C-M	C-3-G/NCT-3	3514 116	C-M	C-3-G/NCT-3
3514 084	C-M	C-3-G/NCT-3	3514 117	C-M	C-3-G/NCT-3
3514 085	C-M	C-3-G/NCT-3	3514 118	C-M	C-3-G/NCT-3
3514 086	C-M	C-3-G/NCT-3	3514 119	C-M	C-3-G/NCT-3
3514 087	C-M	C-3-G/NCT-3	3514 120	C-M	C-3-G/NCT-3
3514 088	C-M	C-3-G/NCT-3	3514 121	C-M	C-3-G/NCT-3
3514 089	C-M	C-3-G/NCT-3	3514 122	C-M	C-3-G/NCT-3
3514 090	C-M	C-3-G/NCT-3	3514 123	C-M	C-3-G/NCT-3
3514 091	C-M	C-3-G/NCT-3	3514 124	C-M	C-3-G/NCT-3
3514 092	C-M	C-3-G/NCT-3	3514 125	C-M	C-3-G/NCT-3
3514 093	C-M	C-3-G/NCT-3	3514 126	C-M	C-3-G/NCT-3
3514 094	C-M	C-3-G/NCT-3	3514 127	C-M	C-3-G/NCT-3
3514 095	C-M	C-3-G/NCT-3	3514 128	C-M	C-3-G/NCT-3
3514 096	C-M	C-3-G/NCT-3	3514 129	C-M	C-3-G/NCT-3
3514 097	C-M	C-3-G/NCT-3	3514 130	C-M	C-3-G/NCT-3
3514 098	C-M	C-3-G/NCT-3	3514 131	C-M	C-3-G/NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 099	C-M	C-3-G/NCT-3	3514 132	C-M	C-3-G/NCT-3
3514 100	C-M	C-3-G/NCT-3	3514 133	C-M	C-3-G/NCT-3
3514 101	C-M	C-3-G/NCT-3	3514 134	C-M	C-3-G/NCT-3
3514 102	C-M	C-3-G/NCT-3	3514 135	C-M	C-3-G/NCT-3
3514 103	C-M	C-3-G/NCT-3	3514 136	C-M	C-3-G/NCT-3
3514 137	C-M	C-3-G/NCT-3	3514 170	C-M	C-3-G/NCT-3
3514 138	C-M	C-3-G/NCT-3	3514 171	C-M	C-3-G/NCT-3
3514 139	C-M	C-3-G/NCT-3	3514 172	C-M	C-3-G/NCT-3
3514 140	C-M	C-3-G/NCT-3	3514 173	C-M	C-3-G/NCT-3
3514 141	C-M	C-3-G/NCT-3	3514 174	C-M	C-3-G/NCT-3
3514 142	C-M	C-3-G/NCT-3	3514 175	C-M	C-3-G/NCT-3
3514 143	C-M	C-3-G/NCT-3	3514 176	C-M	C-3-G/NCT-3
3514 144	C-M	C-3-G/NCT-3	3514 177	C-M	C-3-G/NCT-3
3514 145	C-M	C-3-G/NCT-3	3514 178	C-M	C-3-G/NCT-3
3514 146	C-M	C-3-G/NCT-3	3514 179	C-M	C-3-G/NCT-3
3514 147	C-M	C-3-G/NCT-3	3514 180	C-M	C-3-G/NCT-3
3514 148	C-M	C-3-G/NCT-3	3514 181	C-M	C-3-G/NCT-3
3514 149	C-M	C-3-G/NCT-3	3514 182	C-M	C-3-G/NCT-3
3514 150	C-M	C-3-G/NCT-3	3514 183	C-M	C-3-G/NCT-3
3514 151	C-M	C-3-G/NCT-3	3514 184	C-M	C-3-G/NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 152	C-M	C-3-G/NCT-3	3514 185	C-M	C-3-G/NCT-3
3514 153	C-M	C-3-G/NCT-3	3514 186	C-M	C-3-G/NCT-3
3514 154	C-M	C-3-G/NCT-3	3514 187	C-M	C-3-G/NCT-3
3514 155	C-M	C-3-G/NCT-3	3514 188	C-M	C-3-G/NCT-3
3514 156	C-M	C-3-G/NCT-3	3514 189	C-M	C-3-G/NCT-3
3514 157	C-M	C-3-G/NCT-3	3514 190	C-M	C-3-G/NCT-3
3514 158	C-M	C-3-G/NCT-3	3514 191	C-M	C-3-G/NCT-3
3514 159	C-M	C-3-G/NCT-3	3514 192	C-M	C-3-G/NCT-3
3514 160	C-M	C-3-G/NCT-3	3514 193	C-M	C-3-G/NCT-3
3514 161	C-M	C-3-G/NCT-3	3514 194	C-M	C-3-G/NCT-3
3514 162	C-M	C-3-G/NCT-3	3514 195	C-M	C-3-G/NCT-3
3514 163	C-M	C-3-G/NCT-3	3514 196	C-M	C-3-G/NCT-3
3514 164	C-M	C-3-G/NCT-3	3514 197	C-M	C-3-G/NCT-3
3514 165	C-M	C-3-G/NCT-3	3514 198	C-M	C-3-G/NCT-3
3514 166	C-M	C-3-G/NCT-3	3514 199	C-M	C-3-G/NCT-3
3514 167	C-M	C-3-G/NCT-3	3514 200	C-M	C-3-G/NCT-3
3514 168	C-M	C-3-G/NCT-3	3514 201	C-M	C-3-G/NCT-3
3514 169	C-M	C-3-G/NCT-3	3514 202	C-M	C-3-G/NCT-3
3514 203	C-M	C-3-G/NCT-3	3514 236	C-M	C-3-G/NCT-3
3514 204	C-M	C-3-G/NCT-3	3514 237	C-M	C-3-G/NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 205	C-M	C-3-G/NCT-3	3514 238	C-M	C-3-G/NCT-3
3514 206	C-M	C-3-G/NCT-3	3514 239	C-M	C-3-G/NCT-3
3514 207	C-M	C-3-G/NCT-3	3514 240	C-M	C-3-G/NCT-3
3514 208	C-M	C-3-G/NCT-3	3514 241	C-M	C-3-G/NCT-3
3514 209	C-M	C-3-G/NCT-3	3514 242	C-M	C-3-G/NCT-3
3514 210	C-M	C-3-G/NCT-3	3514 243	C-M	C-3-G/NCT-3
3514 211	C-M	C-3-G/NCT-3	3514 244	C-M	C-3-G/NCT-3
3514 212	C-M	C-3-G/NCT-3	3514 245	C-M	C-3-G/NCT-3
3514 213	C-M	C-3-G/NCT-3	3514 246	C-M	C-3-G/NCT-3
3514 214	C-M	C-3-G/NCT-3	3514 247	C-M	C-3-G/NCT-3
3514 215	C-M	C-3-G/NCT-3	3514 248	C-M	C-3-G/NCT-3
3514 216	C-M	C-3-G/NCT-3	3514 249	C-M	C-3-G/NCT-3
3514 217	C-M	C-3-G/NCT-3	3514 250	C-M	C-3-G/NCT-3
3514 218	C-M	C-3-G/NCT-3	3514 251	C-M	C-3-G/NCT-3
3514 219	C-M	C-3-G/NCT-3	3514 252	C-M	C-3-G/NCT-3
3514 220	C-M	C-3-G/NCT-3	3514 253	C-M	C-3-G/NCT-3
3514 221	C-M	C-3-G/NCT-3	3514 254	C-M	C-3-G/NCT-3
3514 222	C-M	C-3-G/NCT-3	3514 255	C-M	C-3-G/NCT-3
3514 223	C-M	C-3-G/NCT-3	3514 256	C-M	C-3-G/NCT-3
3514 224	C-M	C-3-G/NCT-3	3514 257	C-M	C-3-G/NCT-3

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 225	C-M	C-3-G/NCT-3	3514 258	C-M	C-3-G/NCT-3
3514 226	C-M	C-3-G/NCT-3	3514 259	C-M	C-3-G/NCT-3
3514 227	C-M	C-3-G/NCT-3	3514 260	C-M	C-3-G/NCT-3
3514 228	C-M	C-3-G/NCT-3	3532 014	C-M	NCT-3
3514 229	C-M	C-3-G/NCT-3	3532 019B	C-M	NCT-3
3514 230	C-M	C-3-G/NCT-3	3532 035	C-M	NCT-3
3514 231	C-M	C-3-G/NCT-3	3532 036	C-M	NCT-3
3514 232	C-M	C-3-G/NCT-3	3532 088	C-M	NCT-3
3514 233	C-M	C-3-G/NCT-3	3532 089	C-M	NCT-3
3514 234	C-M	C-3-G/NCT-3	3532 090	C-M	NCT-3
3514 235	C-M	C-3-G/NCT-3	3532 091	C-M	NCT-3
3533	001	C-M	NCT-3	3533	043 RM-1 RTO
3533 002	C-M	NCT-3	3533 044	RM-1	RTO
3533 003	C-M	NCT-3	3533 044A	RM-1	RTO
3533 006	C-M	NCT-3	3533 046	RM-1	RTO
3533 007	C-M	NCT-3	3533 047	RM-1	RTO
3533 008	C-M	NCT-3	3533 048	RM-1	RTO
3533 010	C-M	NCT-3	3533 049	RM-1	RTO
3533 011	RM-1	RTO	3533 050	RM-1	RTO
3533 013	RM-1	RTO	3533 051	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3533 015	RM-1	RTO	3533 051A	RM-2	RTO
3533 016	RM-1	RTO	3533 052	RM-2	RTO
3533 017	RM-1	RTO	3533 055	RM-2	RTO
3533 018	RM-1	RTO	3533 056	RM-2	RTO
3533 019	RM-1	RTO	3533 057	RM-2	RTO
3533 020	RM-1	RTO	3533 058	RM-2	RTO
3533 021	RM-1	RTO	3533 059	RM-2	RTO
3533 022	RM-1	RTO	3533 060	RM-2	RTO
3533 023	RM-1	RTO	3533 061	RM-2	RTO
3533 024	RM-2	RTO	3533 063	RM-2	RTO
3533 026A	RM-2	RTO	3533 064	RM-2	RTO
3533 028	RM-2	RTO	3533 065	RM-2	RTO
3533 029	RM-2	RTO	3533 066	RM-2	RTO
3533 031	RM-1	RTO	3533 067	RM-2	RTO
3533 032	RM-1	RTO	3533 068	RM-2	RTO
3533 033	RM-1	RTO	3533 069	RM-2	RTO
3533 034	RM-1	RTO	3533 070	RM-2	RTO
3533 036	RM-1	RTO	3533 070A	RM-2	RTO
3533 037	RM-1/RM-2	RTO	3533 071	RM-2	RTO
3533 038	RM-1	RTO	3533 072	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3533 039	RM-1	RTO	3533 073	RM-1	RTO
3533 040	RM-1	RTO	3533 074	RM-1	RTO
3533 041	RM-1	RTO	3533 075	RM-1	RTO
3533 042	RM-1	RTO	3533 076	RM-1	RTO
3533 077	RM-1	RTO	3534 017	RM-2	RTO
3533 078	RM-1	RTO	3534 017A	RM-2	RTO
3533 079	RM-1	RTO	3534 017B	RM-1	RTO
3533 080	RM-1	RTO	3534 017E	RM-2	RTO
3533 081	RM-1	RTO	3534 018	RM-1	RTO
3533 082	RM-1	RTO	3534 019	RM-1	RTO
3533 083	RM-1	RTO	3534 020	RM-1	RTO
3533 084	RM-1	RTO	3534 022	RM-1	RTO
3533 085	RM-2	RTO	3534 023	RM-1	RTO
3533 086	RM-2	RTO	3534 024	RM-1	RTO
3533 126	C-M	NCT-3	3534 025	RM-1	RTO
3533 127	C-M	NCT-3	3534 025B	RM-2	RTO
3533 128	C-M	NCT-3	3534 025C	RM-2	RTO
3533 129	C-M	NCT-3	3534 025D	RM-2	RTO
3533 130	C-M	NCT-3	3534 025E	RM-2	RTO
3533 131	C-M	NCT-3	3534 026	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3533 132	C-M	NCT-3	3534 026A	RM-2	RTO
3533 133	C-M	NCT-3	3534 026B	RM-2	RTO
3533 134	C-M	NCT-3	3534 027	RM-2	RTO
3533 135	C-M	NCT-3	3534 028	RM-2	RTO
3534 002	RH-3	RTO	3534 031	RM-2	RTO
3534 003	RH-3	RTO	3534 031A	RM-2	RTO
3534 004	RH-3	RTO	3534 032	RM-1	RTO
3534 005	RH-3	RTO	3534 034	RM-1	RTO
3534 006	RH-3	RTO	3534 035	RM-1	RTO
3534 006A	RM-1	RTO	3534 036	RM-1	RTO
3534 007	RH-3	RTO	3534 037	RM-1	RTO
3534 010A	RH-3	RTO	3534 038	RM-1	RTO
3534 011	RH-3	RTO	3534 039	RM-1	RTO
3534 012	RH-3	RTO	3534 040	RM-1	RTO
3534 013	RH-3	RTO	3534 041	RM-1	RTO
3534 015	NC-1	RTO	3534 042	RM-1	RTO
3534 016	RM-2	RTO	3534 043	RM-1	RTO
3534 045	RM-1	RTO	3534 090	RH-3	RTO
3534 046	RM-1	RTO	3534 091	RH-3	RTO
3534 047	RM-1	RTO	3534 092	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3534 048	RM-1	RTO	3534 093	RH-3	RTO
3534 049	RM-1	RTO	3534 094	RH-3	RTO
3534 050	RM-1	RTO	3534 095	RM-1	RTO
3534 051	RM-1	RTO	3534 096	RM-1	RTO
3534 054	RM-1	RTO	3534 097	RM-1	RTO
3534 055	RM-1	RTO	3534 098	RM-1	RTO
3534 056	RM-1	RTO	3534 099	RM-1	RTO
3534 057	NC-3	NCT-3	3534 100	RM-1	RTO
3534 058	NC-3	NCT-3	3534 101	RM-1	RTO
3534 059	NC-3	RTO	3534 102	RM-1	RTO
3534 061	RH-3	RTO	3534 103	RH-3	RTO
3534 062	RH-3	RTO	3534 104	RH-3	RTO
3534 063	RH-3	RTO	3534 105	RH-3	RTO
3534 064	RH-3	RTO	3534 107	RM-1	RTO
3534 065	RH-3	RTO	3534 108	RM-1	RTO
3534 067	RH-3	RTO	3534 109	RM-1	RTO
3534 068	RH-3	RTO	3534 110	RM-1	RTO
3534 069	RM-2	RTO	3534 111	RM-1	RTO
3534 072	RM-1	RTO	3534 112	RM-1	RTO
3534 073	RM-1	RTO	3534 113	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3534 074	RM-1	RTO	3534 114	RM-1	RTO
3534 075	RM-1	RTO	3535 001	NC-3	NCT-3
3534 082	RH-3	RTO	3535 002	NC-3	NCT-3
3534 083	RH-3	RTO	3535 008	NC-3	NCT-3
3534 084	RH-3	RTO	3535 012	NC-3	NCT-3
3534 085	RH-3	RTO	3535 013	NC-3	NCT-3
3534 086	RH-3	RTO	3535 014	NC-3	NCT-3
3534 087	RH-3	RTO	3535 015	NC-3	NCT-3
3534 088	RH-3	RTO	3535 016	NC-3	NCT-3
3534 089	RH-3	RTO	3535 017	NC-3	NCT-3
3535 018	NC-3	NCT-3	3537 020	UPR MARKET	UPR MARKET NCT
3535 019	NC-3	NCT-3	3537 021	UPR MARKET	UPR MARKET NCT
3535 020	NC-3	NCT-3	3537 023	UPR MARKET	UPR MARKET NCT
3535 021	NC-3	NCT-3	3537 024	UPR MARKET	UPR MARKET NCT
3535 022	NC-3	NCT-3	3537 024A	UPR MARKET	UPR MARKET NCT
3535 023	NC-3	NCT-3	3537 025	RH-3	RTO
3535 024	NC-3	NCT-3	3537 027	RH-3	RTO
3535 025	NC-3	NCT-3	3537 029	RH-3	RTO
3535 026	NC-3	NCT-3	3537 030	RM-2	RTO
3535 027	NC-3	NCT-3	3537 032	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3535 028	NC-3	NCT-3	3537 033	RM-2	RTO
3536 001	NC-3	NCT-3	3537 036	RH-3	RTO
3536 002	NC-3	NCT-3	3537 037	RH-3	RTO
3536 003	NC-3	NCT-3	3537 038	RH-3	RTO
3536 004	NC-3	NCT-3	3537 038A	RH-3	RTO
3536 005	NC-3	NCT-3	3537 039	RH-3	RTO
3536 007	NC-3	NCT-3	3537 040	RH-3	RTO
3536 010	NC-3	NCT-3	3537 041	RH-3	RTO
3536 012	NC-3	NCT-3	3537 042	RH-3	RTO
3536 013	NC-3	NCT-3	3537 043	RH-3	RTO
3537 001	UPR MARKET	UPR MARKET NCT	3537 044	RH-3	RTO
3537 005	UPR MARKET	UPR MARKET NCT	3537 053	RM-2	RTO
3537 006	UPR MARKET	UPR MARKET NCT	3537 056	RM-2	RTO
3537 007	UPR MARKET	UPR MARKET NCT	3537 057	RM-2	RTO
3537 009	UPR MARKET	UPR MARKET NCT	3537 058	RM-2	RTO
3537 010	UPR MARKET	UPR MARKET NCT	3537 059	RM-2	RTO
3537 013	UPR MARKET	UPR MARKET NCT	3537 060	RM-2	RTO
3537 014	UPR MARKET	UPR MARKET NCT	3537 061	RM-2	RTO
3537 015	UPR MARKET	UPR MARKET NCT	3537 062	RM-2	RTO
3537 016	UPR MARKET	UPR MARKET NCT	3537 063	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3537 017	UPR MARKET	UPR MARKET NCT	3537 064	RH-3	RTO
3537 018	UPR MARKET	UPR MARKET NCT	3537 065	RH-3	RTO
3537 019	UPR MARKET	UPR MARKET NCT	3537 069	RH-3	RTO
3537 070	RH-3	RTO	3537 113	RM-2	RTO
3537 074	RH-3	RTO	3537 114	RM-2	RTO
3537 078	RH-3	RTO	3538 001	RH-3	RTO
3537 081	RH-3	RTO	3538 002	RH-3	RTO
3537 082	RH-3	RTO	3538 004	RH-3	RTO
3537 084	RH-3	RTO	3538 005	RH-3	RTO
3537 085	RH-3	RTO	3538 006	RH-3	RTO
3537 086	RH-3	RTO	3538 009	RH-3	RTO
3537 087	RH-3	RTO	3538 011	RH-3	RTO
3537 088	RH-3	RTO	3538 012	RH-3	RTO
3537 089	RH-3	RTO	3538 013	RH-3	RTO
3537 090	RH-3/RM-2	RTO	3538 014	RH-3	RTO
3537 091	UPR MARKET	UPR MARKET NCT	3538 015	RH-3	RTO
3537 093	RM-2	RTO	3538 016	RH-3	RTO
3537 094	RH-3	RTO	3538 017	RH-3	RTO
3537 095	RH-3	RTO	3538 018	RM-1	RTO
3537 096	RH-3	RTO	3538 019	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3537 097	RH-3	RTO	3538 022	RM-1	RTO
3537 098	RH-3	RTO	3538 023	RM-1	RTO
3537 099	RH-3	RTO	3538 024	RM-1	RTO
3537 100	RH-3	RTO	3538 025	RM-1	RTO
3537 101	UPR MARKET	UPR MARKET NCT	3538 026	RM-1	RTO
3537 102	UPR MARKET	UPR MARKET NCT	3538 026A	RH-3	RTO
3537 103	UPR MARKET	UPR MARKET NCT	3538 027	RM-1	RTO
3537 104	UPR MARKET	UPR MARKET NCT	3538 028	RM-1	RTO
3537 105	UPR MARKET	UPR MARKET NCT	3538 029	RM-1	RTO
3537 106	UPR MARKET	UPR MARKET NCT	3538 030	RM-1	RTO
3537 107	UPR MARKET	UPR MARKET NCT	3538 032	RM-1	RTO
3537 108	RH-3	RTO	3538 033	RM-1	RTO
3537 109	RH-3	RTO	3538 034	RM-1	RTO
3537 110	RH-3	RTO	3538 035	RH-3	RTO
3537 111	RH-3	RTO	3538 036	RH-3	RTO
3537 112	RM-2	RTO	3538 037	RH-3	RTO
3538 038	RH-3	RTO	3538 074	RH-3	RTO
3538 039	RH-3	RTO	3538 075	RH-3	RTO
3538 040	RH-3	RTO	3538 076	RH-3	RTO
3538 041	RH-3	RTO	3538 077	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3538 042	RH-3	RTO	3538 078	RH-3	RTO
3538 043	RH-3	RTO	3538 079	RH-3	RTO
3538 044	RH-3	RTO	3538 080	RH-3	RTO
3538 045	RH-3	RTO	3538 081	RH-3	RTO
3538 045A	RH-3	RTO	3538 083	RH-3	RTO
3538 046	RH-3	RTO	3538 084	RH-3	RTO
3538 047	RH-3	RTO	3538 092	RH-3	RTO
3538 048	RH-3	RTO	3538 094	RH-3	RTO
3538 049	RH-3	RTO	3538 095	RH-3	RTO
3538 050	RH-3	RTO	3538 096	RH-3	RTO
3538 051	RH-3	RTO	3538 098	RM-1	RTO
3538 053	RH-3	RTO	3538 099	RH-3	RTO
3538 054	RH-3	RTO	3538 100	RH-3	RTO
3538 055	RH-3	RTO	3538 101	RH-3	RTO
3538 056	RH-3	RTO	3538 102	RH-3	RTO
3538 057	RH-3	RTO	3538 103	RH-3	RTO
3538 058	RH-3	RTO	3538 104	RM-1	RTO
3538 059	RH-3	RTO	3538 105	RM-1	RTO
3538 060	RH-3	RTO	3538 106	RH-3	RTO
3538 061	RH-3	RTO	3538 107	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3538 063	RH-3	RTO	3538 108	RH-3	RTO
3538 065	RH-3	RTO	3538 109	RH-3	RTO
3538 066	RH-3	RTO	3538 110	RH-3	RTO
3538 067	RH-3	RTO	3538 111	RH-3	RTO
3538 068	RH-3	RTO	3538 112	RH-3	RTO
3538 069	RH-3	RTO	3538 113	RH-3	RTO
3538 071	RH-3	RTO	3538 114	RH-3	RTO
3538 072	RH-3	RTO	3538 115	RH-3	RTO
3538 073	RH-3	RTO	3538 116	RH-3	RTO
3538 117	RH-3	RTO	3541 049	RH-3	RTO
3538 118	RH-3	RTO	3541 050	RH-3	RTO
3538 124	RH-3	RTO	3541 051	RH-3	RTO
3538 125	RH-3	RTO	3541 052	RH-3	RTO
3541 001	RM-1	RTO	3541 053	RH-3	RTO
3541 001A	RM-1	RTO	3541 054	RH-3	RTO
3541 002	RM-1	RTO	3541 055	RH-3	RTO
3541 003	RM-1	RTO	3541 056	RH-3	RTO
3541 004	RM-1	RTO	3541 057	RH-3	RTO
3541 005	RM-1	RTO	3541 058	RH-3	RTO
3541 006	RM-1	RTO	3541 060	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3541 007	RH-3	RTO	3541 061	RM-1	RTO
3541 008	RH-3	RTO	3541 062	RM-1	RTO
3541 010	UPR MARKET	UPR MARKET NCT	3541 063	RM-1	RTO
3541 025	RM-1	RTO	3541 064	RM-1	RTO
3541 026	RM-1	RTO	3541 065	RM-1	RTO
3541 027	RM-1	RTO	3541 066	RM-1	RTO
3541 028	RM-1	RTO	3541 067	RM-1	RTO
3541 029	RM-1	RTO	3541 068	RH-3	RTO
3541 030	RM-1	RTO	3541 069	RH-3	RTO
3541 031	RM-1	RTO	3541 070	RH-3	RTO
3541 032	RM-1	RTO	3541 071	RH-3	RTO
3541 034	RH-3	RTO	3541 072	RH-3	RTO
3541 035	RH-3	RTO	3541 073	RH-3	RTO
3541 038	RH-3	RTO	3541 074	RH-3	RTO
3541 039	RH-3	RTO	3541 075	RH-3	RTO
3541 040	RH-3	RTO	3541 076	RH-3	RTO
3541 041	RH-3	RTO	3541 077	RH-3	RTO
3541 042	RH-3	RTO	3541 078	RH-3	RTO
3541 046	RH-3	RTO	3541 079	RH-3	RTO
3541 047	RH-3	RTO	3541 081	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3541 048	RH-3	RTO	3541 083	RH-3	RTO
3541 048A	RH-3	RTO	3541 084	RH-3	RTO
3541 085	RH-3	RTO	3542 008	UPR MARKET	UPR MARKET NCT
3541 086	RH-3	RTO	3542 009	UPR MARKET	UPR MARKET NCT
3541 087	RH-3	RTO	3542 011	UPR MARKET	UPR MARKET NCT
3541 088	RH-3	RTO	3542 012	UPR MARKET	UPR MARKET NCT
3541 089	RH-3	RTO	3542 013	UPR MARKET	UPR MARKET NCT
3541 090	RH-3	RTO	3542 014	UPR MARKET	UPR MARKET NCT
3541 091	RH-3	RTO	3542 015	UPR MARKET	UPR MARKET NCT
3541 092	RH-3	RTO	3542 016	UPR MARKET	UPR MARKET NCT
3541 093	RH-3	RTO	3542 017	UPR MARKET	UPR MARKET NCT
3541 094	RH-3	RTO	3542 024A	RM-1	RTO
3541 095	RH-3	RTO	3542 027	RM-2	RTO
3541 096	RH-3	RTO	3542 028	RM-2	RTO
3541 097	RM-1	RTO	3542 030	RM-2	RTO
3541 098	RM-1	RTO	3542 031	RM-2	RTO
3541 099	RM-1	RTO	3542 033	RM-2	RTO
3541 100	RH-3	RTO	3542 034	RM-2	RTO
3541 101	RH-3	RTO	3542 034A	RM-2	RTO
3541 102	RH-3	RTO	3542 035	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3541 103	RH-3	RTO	3542 035A	RM-2	RTO
3541 104	RH-3	RTO	3542 035B	RM-2	RTO
3541 107	UPR MARKET	UPR MARKET NCT	3542 036	RM-2	RTO
3541 108	UPR MARKET	UPR MARKET NCT	3542 037	RM-2	RTO
3541 109	UPR MARKET	UPR MARKET NCT	3542 038	RM-2	RTO
3541 110	UPR MARKET	UPR MARKET NCT	3542 038A	UPR MARKET	UPR MARKET NCT
3541 111	UPR MARKET	UPR MARKET NCT	3542 039	UPR MARKET	UPR MARKET NCT
3541 112	UPR MARKET	UPR MARKET NCT	3542 040	UPR MARKET	UPR MARKET NCT
3541 113	UPR MARKET	UPR MARKET NCT	3542 041	UPR MARKET	UPR MARKET NCT
3541 114	UPR MARKET	UPR MARKET NCT	3542 042	RM-2	RTO
3541 115	UPR MARKET	UPR MARKET NCT	3542 043	RM-2	RTO
3542 004	UPR MARKET	UPR MARKET NCT	3542 046	RM-2	RTO
3542 005	UPR MARKET	UPR MARKET NCT	3542 047	RM-2	RTO
3542 006	UPR MARKET	UPR MARKET NCT	3542 048	RM-2	RTO
3542 007	UPR MARKET	UPR MARKET NCT	3542 049	RM-1	RTO
3542 050	RM-1	RTO	3544 023	RM-1	RTO
3543 001	UPR MARKET	UPR MARKET NCT	3544 024	RM-1	RTO
3543 003	UPR MARKET	UPR MARKET NCT	3544 025	RM-1	RTO
3543 003A	UPR MARKET	UPR MARKET NCT	3544 026	RM-1	RTO
3543 003B	UPR MARKET	UPR MARKET NCT	3544 027	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3543 004	UPR MARKET	UPR MARKET NCT	3544 028	RM-1	RTO
3543 005	UPR MARKET	UPR MARKET NCT	3544 029	RM-1	RTO
3543 006	RM-2	RTO	3544 030	RM-1	RTO
3543 007	RM-2	RTO	3544 031	RM-1	RTO
3543 008	RM-2	RTO	3544 031A	RM-1	RTO
3543 010	UPR MARKET	UPR MARKET NCT	3544 032	RH-3	RTO
3543 011	UPR MARKET	UPR MARKET NCT	3544 033	RH-3	RTO
3543 012	UPR MARKET	UPR MARKET NCT	3544 034	RH-3	RTO
3544 001	RM-2	RTO	3544 035	RH-3	RTO
3544 002	RM-2	RTO	3544 036	RH-3	RTO
3544 003	RM-2	RTO	3544 038	RH-3	RTO
3544 004	RM-2	RTO	3544 039	RH-3	RTO
3544 005	RM-2	RTO	3544 040	RH-3	RTO
3544 006	RM-2	RTO	3544 041	RH-3	RTO
3544 006A	RM-2	RTO	3544 043	RH-3	RTO
3544 008	RM-2	RTO	3544 044	RH-3	RTO
3544 009	RM-2	RTO	3544 045	RM-2	RTO
3544 010	RM-2	RTO	3544 047	RM-2	RTO
3544 011	RM-2	RTO	3544 049	RM-2	RTO
3544 013	RM-2	RTO	3544 050	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3544 013A	RM-2	RTO	3544 051	RM-2	RTO
3544 014	RM-2	RTO	3544 053	RM-2	RTO
3544 015	RM-2	RTO	3544 054	RM-2	RTO
3544 016	RM-2	RTO	3544 055	RM-2	RTO
3544 017	RM-2	RTO	3544 056	UPR MARKET	UPR MARKET NCT
3544 020	RM-1	RTO	3544 057	UPR MARKET	UPR MARKET NCT
3544 021	RM-1	RTO	3544 058	UPR MARKET	UPR MARKET NCT
3544 022	RM-1	RTO	3544 059	UPR MARKET	UPR MARKET NCT
3544 060	UPR MARKET	UPR MARKET NCT	3544 098	RM-2	RTO
3544 062	UPR MARKET	UPR MARKET NCT	3544 099	RM-2	RTO
3544 063	UPR MARKET	UPR MARKET NCT	3544 100	RM-2	RTO
3544 064	UPR MARKET	UPR MARKET NCT	3544 101	RM-1	RTO
3544 065	UPR MARKET	UPR MARKET NCT	3544 102	RM-1	RTO
3544 067	UPR MARKET	UPR MARKET NCT	3544 103	RH-3	RTO
3544 070	UPR MARKET	UPR MARKET NCT	3544 104	RH-3	RTO
3544 071	UPR MARKET	UPR MARKET NCT	3545 001	RM-2	RTO
3544 072	UPR MARKET	UPR MARKET NCT	3545 003	RM-1	RTO
3544 073	RM-1	RTO	3545 004	RM-1	RTO
3544 073A	RM-1	RTO	3545 005	RM-1	RTO
3544 073B	RM-1	RTO	3545 007	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3544 073C	RM-1	RTO	3545 008	RM-1	RTO
3544 074	RM-2	RTO	3545 009	RM-1	RTO
3544 075	RM-2	RTO	3545 010	RM-1	RTO
3544 076	RM-2	RTO	3545 011	RM-1	RTO
3544 077	RM-2	RTO	3545 012	RM-1	RTO
3544 078	RM-1	RTO	3545 013	RM-1	RTO
3544 079	RM-2	RTO	3545 015	RM-1	RTO
3544 080	RM-2	RTO	3545 016	RM-1	RTO
3544 081	RM-2	RTO	3545 017	RM-1	RTO
3544 086	RH-3	RTO	3545 018	RM-1	RTO
3544 087	RH-3	RTO	3545 018A	RM-1	RTO
3544 088	RH-3	RTO	3545 019	RM-1	RTO
3544 089	RM-2	RTO	3545 023	RM-1	RTO
3544 090	RM-2	RTO	3545 024	RM-1	RTO
3544 091	RM-2	RTO	3545 025	RM-1	RTO
3544 092	RM-2	RTO	3545 025A	RM-1	RTO
3544 093	RM-2	RTO	3545 026	RM-2	RTO
3544 094	RM-2	RTO	3545 027	RM-2	RTO
3544 095	RM-2	RTO	3545 028	RM-2	RTO
3544 096	RM-1	RTO	3545 029	RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3544 097	RM-1	RTO	3545 030	RM-2	RTO
3545 031	RM-2	RTO	3545 087	RH-3	RTO
3545 032	RM-2	RTO	3545 088	RH-3	RTO
3545 033	RM-2	RTO	3545 089	RH-3	RTO
3545 046	RM-2	RTO	3545 090	RH-3	RTO
3545 047	RM-2	RTO	3545 091	RH-3	RTO
3545 048	RM-2	RTO	3545 092	RH-3	RTO
3545 049	RM-2	RTO	3545 092A	RH-3	RTO
3545 050	RM-2	RTO	3545 093	RH-3	RTO
3545 051	RM-2	RTO	3545 094	RH-3	RTO
3545 053	RM-2	RTO	3545 096	RM-2	RTO
3545 054	RM-2	RTO	3545 097	RM-1	RTO
3545 055	RM-2	RTO	3545 098	RM-1	RTO
3545 057	RM-2	RTO	3545 099	RM-1	RTO
3545 058	RM-2	RTO	3545 100	RM-1	RTO
3545 059	RM-2	RTO	3545 101	RM-1	RTO
3545 062	RM-2	RTO	3545 104	RH-3	RTO
3545 063	RH-3	RTO	3545 105	RH-3	RTO
3545 064	RH-3	RTO	3545 106	RH-3	RTO
3545 066	RH-3	RTO	3545 107	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3545 067	RH-3	RTO	3545 108	RH-3	RTO
3545 068	RH-3	RTO	3545 109	RH-3	RTO
3545 069	RH-3	RTO	3545 110	RH-3	RTO
3545 070	RH-3	RTO	3545 111	RH-3	RTO
3545 071	RH-3	RTO	3545 112	RH-3	RTO
3545 073	RH-3	RTO	3545 113	RH-3	RTO
3545 074	RH-3	RTO	3545 114	RM-2	RTO
3545 077	RH-3	RTO	3545 115	RM-2	RTO
3545 078	RH-3	RTO	3545 116	RM-2	RTO
3545 079	RH-3	RTO	3545 117	RM-2	RTO
3545 082	RH-3	RTO	3545 118	RH-3	RTO
3545 083	RH-3	RTO	3545 119	RH-3	RTO
3545 085	RH-3	RTO	3545 120	RH-3	RTO
3545 086	RH-3	RTO	3545 121	RH-3	RTO
3545 122	RM-1	RTO	3556 053	RM-1	RTO
3545 123	RM-1	RTO	3556 054	RM-1	RTO
3545 124	RM-1	RTO	3556 055	RM-1	RTO
3545 125	RM-1	RTO	3556 057	RM-1	RTO
3545 126	RM-1	RTO	3556 058	RM-1	RTO
3545 127	RM-1	RTO	3556 059	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 001	RH-3	RTO	3556 060	VALENCIA	RTO
3556 002	RH-3	RTO	3556 061	VALENCIA	RTO
3556 003	RH-3	RTO	3556 062	VALENCIA	RTO
3556 004	RH-3	RTO	3556 063	VALENCIA	RTO
3556 005	RH-3	RTO	3556 064	VALENCIA	RTO
3556 006	RH-3	RTO	3556 065	VALENCIA	RTO
3556 007	RH-3	RTO	3556 066	VALENCIA	RTO
3556 008	RH-3	RTO	3556 072	RM-1	RTO
3556 016	VALENCIA	RTO	3556 073	RM-1	RTO
3556 017	VALENCIA	RTO	3556 074	RM-1	RTO
3556 018	VALENCIA	RTO	3556 075	RM-1	RTO
3556 019	VALENCIA	RTO	3556 076	RM-1	RTO
3556 020	VALENCIA	RTO	3556 077	RM-1	RTO
3556 021	VALENCIA	RTO	3556 078	RM-1	RTO
3556 023	RM-1	RTO	3556 079	RM-1	RTO
3556 025	RM-1	RTO	3556 080	RM-1	RTO
3556 027	RM-1	RTO	3556 081	RM-1	RTO
3556 028	RM-1	RTO	3556 082	RM-1	RTO
3556 030	RM-1	RTO	3556 083	RM-1	RTO
3556 032	RM-1	RTO	3556 084	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 033	RM-1	RTO	3556 085	RM-1	RTO
3556 035	RM-1	RTO	3556 086	RM-1	RTO
3556 036	RM-1	RTO	3556 087	RM-1	RTO
3556 037	RM-1	RTO	3556 088	RM-1	RTO
3556 038	RM-1	RTO	3556 089	RM-1	RTO
3556 039	RM-1	RTO	3556 090	RM-1	RTO
3556 048	RH-3	RTO	3556 091	RM-1	RTO
3556 092	RM-1	RTO	3556 125	RM-1	RTO
3556 093	RM-1	RTO	3556 126	RM-1	RTO
3556 094	RM-1	RTO	3556 127	RM-1	RTO
3556 095	RM-1	RTO	3556 128	RM-1	RTO
3556 096	RM-1	RTO	3556 129	RM-1	RTO
3556 097	RM-1	RTO	3556 130	RM-1	RTO
3556 098	RM-1	RTO	3556 131	RM-1	RTO
3556 099	RM-1	RTO	3556 132	RM-1	RTO
3556 100	RM-1	RTO	3556 133	RM-1	RTO
3556 101	RM-1	RTO	3556 134	RM-1	RTO
3556 102	RM-1	RTO	3556 135	RM-1	RTO
3556 103	RM-1	RTO	3556 136	RM-1	RTO
3556 104	RM-1	RTO	3556 137	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 105	RM-1	RTO	3556 138	RM-1	RTO
3556 106	RM-1	RTO	3556 139	RM-1	RTO
3556 107	RM-1	RTO	3556 140	RM-1	RTO
3556 108	RM-1	RTO	3556 141	RM-1	RTO
3556 109	RM-1	RTO	3556 142	RM-1	RTO
3556 110	RM-1	RTO	3556 143	RM-1	RTO
3556 111	RM-1	RTO	3556 144	RM-1	RTO
3556 112	RM-1	RTO	3556 145	RM-1	RTO
3556 113	RM-1	RTO	3556 146	RM-1	RTO
3556 114	RM-1	RTO	3556 147	RM-1	RTO
3556 115	RM-1	RTO	3556 148	RM-1	RTO
3556 116	RM-1	RTO	3556 149	RM-1	RTO
3556 117	RM-1	RTO	3556 151	RM-1	RTO
3556 118	RM-1	RTO	3556 152	RM-1	RTO
3556 119	RM-1	RTO	3556 153	RM-1	RTO
3556 120	RM-1	RTO	3556 154	RM-1	RTO
3556 121	RM-1	RTO	3556 155	RM-1	RTO
3556 122	RM-1	RTO	3556 156	RM-1	RTO
3556 123	RM-1	RTO	3556 157	RM-1	RTO
3556 124	RM-1	RTO	3556 158	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 159	RM-1	RTO	3556 192	RM-1	RTO
3556 160	RM-1	RTO	3556 193	RM-1	RTO
3556 161	RM-1	RTO	3556 194	RM-1	RTO
3556 162	RM-1	RTO	3556 195	RM-1	RTO
3556 163	RM-1	RTO	3556 196	RM-1	RTO
3556 164	RM-1	RTO	3556 197	RM-1	RTO
3556 165	RM-1	RTO	3556 198	RM-1	RTO
3556 166	RM-1	RTO	3556 199	RM-1	RTO
3556 167	RM-1	RTO	3556 200	RM-1	RTO
3556 168	RM-1	RTO	3556 201	RM-1	RTO
3556 169	RM-1	RTO	3556 202	RM-1	RTO
3556 170	RM-1	RTO	3556 203	RM-1	RTO
3556 171	RM-1	RTO	3556 204	RM-1	RTO
3556 172	RM-1	RTO	3556 205	RM-1	RTO
3556 173	RM-1	RTO	3556 206	RM-1	RTO
3556 174	RM-1	RTO	3556 207	RM-1	RTO
3556 175	RM-1	RTO	3556 208	RM-1	RTO
3556 176	RM-1	RTO	3556 209	RM-1	RTO
3556 177	RM-1	RTO	3556 210	RM-1	RTO
3556 178	RM-1	RTO	3556 211	RM-1	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 179	RM-1	RTO	3556 212	RM-1	RTO
3556 180	RM-1	RTO	3556 213	RM-1	RTO
3556 181	RM-1	RTO	3556 214	RM-1	RTO
3556 182	RM-1	RTO	3556 215	RM-1	RTO
3556 183	RM-1	RTO	3556 216	RM-1	RTO
3556 184	RM-1	RTO	3556 217	RM-1	RTO
3556 185	RM-1	RTO	3556 218	RM-1	RTO
3556 186	RM-1	RTO	3556 219	RM-1	RTO
3556 187	RM-1	RTO	3556 220	RM-1	RTO
3556 188	RM-1	RTO	3556 221	RM-1	RTO
3556 189	RM-1	RTO	3556 230	VALENCIA	RTO
3556 190	RM-1	RTO	3556 231	VALENCIA	RTO
3556 191	RM-1	RTO	3556 232	VALENCIA	RTO
3556 233	VALENCIA	RTO	3557 004	RM-3	RTO
3556 234	VALENCIA	RTO	3557 008	RM-3	RTO
3556 235	VALENCIA	RTO	3557 008A	RM-3	RTO
3556 236	VALENCIA	RTO	3557 009B	RM-3	RTO
3556 238	RM-1	RTO	3557 010	RH-3	RTO
3556 239	RM-1	RTO	3557 011	RH-3	RTO
3556 240	RM-1	RTO	3557 012	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 241	RM-1	RTO	3557 013	RH-3	RTO
3556 242	RM-1	RTO	3557 014	RH-3	RTO
3556 243	RM-1	RTO	3557 015	RH-3	RTO
3556 244	RM-1	RTO	3557 016	RH-3	RTO
3556 245	RM-1	RTO	3557 017	RH-3	RTO
3556 246	RM-1	RTO	3557 018	RH-3	RTO
3556 247	RM-1	RTO	3557 019	RH-3	RTO
3556 248	RM-1	RTO	3557 022	RH-3	RTO
3556 249	RM-1	RTO	3557 022A	RH-3	RTO
3556 250	RM-1	RTO	3557 023	RH-3	RTO
3556 251	RM-1	RTO	3557 024	RH-3	RTO
3556 252	RM-1	RTO	3557 025	RH-3	RTO
3556 253	RM-1	RTO	3557 026	RH-3	RTO
3556 254	RM-1	RTO	3557 028	RH-3	RTO
3556 255	RM-1	RTO	3557 029	RH-3	RTO
3556 256	RM-1	RTO	3557 030	RH-3	RTO
3556 257	RM-1	RTO	3557 031	RH-3	RTO
3556 258	RM-1	RTO	3557 033	RH-3	RTO
3556 259	RM-1	RTO	3557 034	RH-3	RTO
3556 260	RM-1	RTO	3557 034B	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3556 261	RM-1	RTO	3557 035	RM-2	RTO
3556 262	RM-1	RTO	3557 037	RM-2	RTO
3556 263	RM-1	RTO	3557 038	RM-2	RTO
3556 264	RM-1	RTO	3557 039	RM-2	RTO
3557 003	RM-1	RTO	3557 040	RM-2	RTO
3557 003A	RM-1	RTO	3557 041	RM-2	RTO
3557 042	RM-2	RTO	3557 074	RH-3/RM-2	RTO
3557 044	RM-2	RTO	3557 075	RH-3/RM-2	RTO
3557 045	RM-2	RTO	3557 076	RH-3/RM-2	RTO
3557 046	RM-2	RTO	3557 077	RH-3/RM-2	RTO
3557 047	RM-2	RTO	3557 078	RH-3/RM-2	RTO
3557 048	RM-2	RTO	3557 079	RH-3/RM-2	RTO
3557 049	UPR MARKET	RTO	3557 080	RH-3/RM-2	RTO
3557 050	UPR MARKET	UPR MARKET NCT	3557 081	RH-3/RM-2	RTO
3557 051	RM-2	RTO	3557 082	RH-3/RM-2	RTO
3557 052	RM-2	RTO	3557 083	RH-3/RM-2	RTO
3557 053	RM-2	RTO	3557 084	RH-3/RM-2	RTO
3557 054	RM-2	RTO	3557 085	RH-3/RM-2	RTO
3557 055	RM-2	RTO	3557 086	RH-3/RM-2	RTO
3557 055A	RH-3	RTO	3557 087	RH-3/RM-2	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3557 055B	RM-2	RTO	3557 088	RH-3/RM-2	RTO
3557 056A	RM-2	RTO	3557 089	RH-3/RM-2	RTO
3557 056B	RH-3	RTO	3557 090	RH-3/RM-2	RTO
3557 057	RM-2	RTO	3557 091	RH-3/RM-2	RTO
3557 058	RM-2	RTO	3557 092	RH-3/RM-2	RTO
3557 059	RM-2	RTO	3557 093	RH-3/RM-2	RTO
3557 061	RM-3	RTO	3557 094	RH-3/RM-2	RTO
3557 062	RM-2	RTO	3557 095	RH-3	RTO
3557 063	RM-2	RTO	3557 096	RH-3	RTO
3557 064	RH-3/RM-2	RTO	3557 097	RH-3	RTO
3557 065	RH-3/RM-2	RTO	3557 098	RM-2	RTO
3557 066	RH-3/RM-2	RTO	3557 099	RM-2	RTO
3557 067	RH-3/RM-2	RTO	3557 100	RM-2	RTO
3557 068	RH-3/RM-2	RTO	3557 101	RM-2	RTO
3557 069	RH-3/RM-2	RTO	3557 102	RM-2	RTO
3557 070	RH-3/RM-2	RTO	3557 105	RM-3	RTO
3557 071	RH-3/RM-2	RTO	3557 106	RM-3	RTO
3557 072	RH-3/RM-2	RTO	3557 107	RH-3	RTO
3557 073	RH-3/RM-2	RTO	3557 108	RH-3	RTO
3557 109	RH-3	RTO	3558 033	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3557 110	RH-3	RTO	3558 034	RH-3	RTO
3557 111	RH-3	RTO	3558 035	RH-3	RTO
3557 112	RH-3	RTO	3558 035A	UPR MARKET	RTO
3557 113	RH-3	RTO	3558 036	UPR MARKET	UPR MARKET NCT
3557 114	RH-3	RTO	3558 040	RH-3	RTO
3557 115	RH-3	RTO	3558 041	RH-3	RTO
3558 001	UPR MARKET	UPR MARKET	3558 042	RH-3	RTO
3558 002	RM-2	RTO	3558 043	RH-3	RTO
3558 003	RM-2	RTO	3558 043A	RH-3	RTO
3558 004	RM-2	RTO	3558 044	RH-3	RTO
3558 010	RM-2	RTO	3558 045	RH-3	RTO
3558 011	RH-3	RTO	3558 047	RH-3	RTO
3558 012	RH-3	RTO	3558 048	RH-3	RTO
3558 013	RH-3	RTO	3558 049	RH-3	RTO
3558 015A	RH-3	RTO	3558 050	RH-3	RTO
3558 016	RH-3	RTO	3558 051	RH-3	RTO
3558 017	RH-3	RTO	3558 052	RH-3	RTO
3558 018	RH-3	RTO	3558 053	RH-3	RTO
3558 019	RH-3	RTO	3558 054	RH-3	RTO
3558 020	RH-3	RTO	3558 056	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3558 021	RH-3	RTO	3558 057	RH-3	RTO
3558 022	RH-3	RTO	3558 058	RH-3	RTO
3558 023	RH-3	RTO	3558 059	RH-3	RTO
3558 024	RH-3	RTO	3558 060	RH-3	RTO
3558 025	RH-3	RTO	3558 061	RH-3	RTO
3558 026	RH-3	RTO	3558 062	RH-3	RTO
3558 027	RH-3	RTO	3558 063	RH-3	RTO
3558 028	RH-3	RTO	3558 064	RH-3	RTO
3558 029	RH-3	RTO	3558 065	RH-3	RTO
3558 030	RH-3	RTO	3558 066	RH-3	RTO
3558 031	RH-3	RTO	3558 067	RH-3	RTO
3558 032	RH-3	RTO	3558 068	RH-3	RTO
3558 069	RH-3	RTO	3558 102	RM-2	RTO
3558 070	RH-3	RTO	3558 103	RM-2	RTO
3558 071	RH-3	RTO	3558 104	RM-2	RTO
3558 072	RM-2	RTO	3558 105	RM-2	RTO
3558 073	RM-2	RTO	3558 106	RM-2	RTO
3558 074	RM-2	RTO	3558 107	RM-2	RTO
3558 075	RH-3	RTO	3558 108	RH-3	RTO
3558 076	RH-3	RTO	3558 109	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3558 077	RH-3	RTO	3558 110	RH-3	RTO
3558 078	RM-2	RTO	3558 111	RH-3	RTO
3558 079	RM-2	RTO	3558 112	RH-3	RTO
3558 080	RM-2	RTO	3558 113	RM-2	RTO
3558 081	RM-2	RTO	3558 114	RM-2	RTO
3558 082	RM-2	RTO	3558 115	RM-2	RTO
3558 083	RM-2	RTO	3558 116	RM-2	RTO
3558 084	RM-2	RTO	3558 117	RM-2	RTO
3558 085	RM-2	RTO	3558 118	RM-2	RTO
3558 086	RM-2	RTO	3558 119	RM-2	RTO
3558 087	RM-2	RTO	3558 120	RM-2	RTO
3558 088	RM-2	RTO	3558 121	RM-2	RTO
3558 089	RM-2	RTO	3558 122	RM-2	RTO
3558 090	RM-2	RTO	3558 123	RM-2	RTO
3558 091	RM-2	RTO	3558 124	RM-2	RTO
3558 092	RM-2	RTO	3558 125	RM-2	RTO
3558 093	RM-2	RTO	3558 126	RM-2	RTO
3558 094	RM-2	RTO	3558 127	RM-2	RTO
3558 095	RM-2	RTO	3558 128	RM-2	RTO
3558 096	RM-2	RTO	3558 130	RH-3	RTO

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3558 097	RM-2	RTO	3558 131	RH-3	RTO
3558 098	RM-2	RTO	3558 132	RH-3	RTO
3558 099	RM-2	RTO	3558 133	RH-3	RTO
3558 100	RM-2	RTO	3558 134	RH-3	RTO
3558 101	RM-2	RTO	3558 137	UPR MARKET	UPR MARKET
3558 138	UPR MARKET	UPR MARKET	3559 021	RH-3	RTO
3558 139	UPR MARKET	UPR MARKET	3559 022	RH-3	RTO
3558 140	UPR MARKET	UPR MARKET	3559 023	RH-3	RTO
3558 141	UPR MARKET	UPR MARKET	3559 024	RH-3	RTO
3558 142	UPR MARKET	UPR MARKET	3559 025	RH-3	RTO
3558 143	UPR MARKET	UPR MARKET	3559 026	RH-3	RTO
3558 144	UPR MARKET	UPR MARKET	3559 027	RH-3	RTO
3558 145	UPR MARKET	UPR MARKET	3559 028	RH-3	RTO
3558 146	UPR MARKET	UPR MARKET	3560 001	UPR MARKET	UPR MARKET NCT
3558 147	UPR MARKET	UPR MARKET	3560 005	UPR MARKET	UPR MARKET NCT
3558 148	UPR MARKET	UPR MARKET	3560 006	UPR MARKET	UPR MARKET NCT
3558 149	UPR MARKET	UPR MARKET	3560 007	UPR MARKET	UPR MARKET NCT
3558 150	UPR MARKET	UPR MARKET	3560 008	UPR MARKET	UPR MARKET NCT
3558 151	UPR MARKET	UPR MARKET	3560 009	UPR MARKET	UPR MARKET NCT
3558 152	UPR MARKET	UPR MARKET	3560 010	UPR MARKET	UPR MARKET NCT

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3559 001	UPR MARKET	UPR MARKET NCT	3560 011	UPR MARKET	UPR MARKET NCT
3559 002	UPR MARKET	UPR MARKET NCT	3560 012	UPR MARKET	UPR MARKET NCT
3559 005	RH-3	RTO	3560 013	UPR MARKET	UPR MARKET NCT
3559 006	RH-3	RTO	3560 015	UPR MARKET	UPR MARKET NCT
3559 008	UPR MARKET	UPR MARKET NCT	3560 017	RH-3	RTO
3559 009	UPR MARKET	UPR MARKET NCT	3560 018	RH-3	RTO
3559 011A	UPR MARKET	UPR MARKET NCT	3560 020	RH-3	RTO
3559 012	UPR MARKET	UPR MARKET NCT	3560 031	UPR MARKET	UPR MARKET NCT
3559 012A	UPR MARKET	UPR MARKET NCT	3560 032	RH-3	RTO
3559 013	UPR MARKET	UPR MARKET NCT	3560 033	RH-3	RTO
3559 013A	UPR MARKET	UPR MARKET NCT	3560 034	RH-3	RTO
3559 014	UPR MARKET	UPR MARKET NCT	3560 037	RH-3	RTO
3559 015	UPR MARKET	UPR MARKET NCT	3560 038	RH-3	RTO
3559 016	UPR MARKET	UPR MARKET NCT	3560 039	RH-3	RTO
3559 017	UPR MARKET	UPR MARKET NCT	3560 040	RH-3	RTO
3559 018	UPR MARKET	UPR MARKET NCT	3560 041	RH-3	RTO
3559 019	UPR MARKET	UPR MARKET NCT	3560 042	RH-3	RTO
3559 020	RH-3	RTO			

Section 3. Under Sections 106 and 302(c) of the San Francisco Planning Code, the following change in heigh and bulk classification, duly approved by resolution of the Planning Commission, is hereby adopted as an amendment to Maps 2H and 7H as follows:

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0761 001	130-E	120-X	0792 031	65-A	65-X
0761 002	130-E	120-X	0793 002	50-X	40-X/50-X
0761 003	130-E	120-X	0793 009	50-X	40-X
0761 016A	130-E	85-X	0793 010	50-X	40-X
0761 022	130-E	50-X	0793 012	50-X	40-X
0761 023	50-X/130-E	50-X	0793 013	50-X	40-X
0761 026	130-E	85-X	0793 014	50-X	40-X
0761 029	50-X/130-E	85-X	0793 016	50-X	40-X
0761 030	50-X/130-E	85-X	0793 017	50-X	40-X
0768 013	50-X/130-E	50-X/120-X	0793 018	50-X	40-X
0768 072	130-E	85-X	0793 019	50-X	40-X
0768 073	50-X/130-E	50-X/85-X	0793 021	50-X	40-X
0770 015	50-X	40-X	0793 022	50-X	40-X
0770 025	50-X	40-X	0793 023	50-X	40-X
0770 026	50-X	40-X	0793 025	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0770 027	50-X	40-X/50-X	0793 026	50-X	40-X
0783 023	50-X	40-X/50-X	0793 028	50-X	40-X
0783 024	50-X	40-X/50-X	0793 031	50-X	40-X
0783 025	50-X	40-X	0793 037	50-X	40-X
0785 028	65-A	65-X	0793 038	50-X	40-X
0785 029	50-X/65-A	65-X	0793 041	50-X	40-X
0785 030	50-X/65-A	50-X	0793 042	50-X	40-X
0785 033	50-X/65-A	50-X	0793 043	50-X	40-X
0785 035	65-A	50-X/65-X	0793 044	50-X	40-X
0792 003	65-A	65-X	0793 045	50-X	40-X
0792 007A	65-A	65-X	0793 046	50-X	40-X
0792 007D	65-A	65-X	0793 047	50-X	40-X
0792 007E	65-A	65-X	0793 048	50-X	40-X
0792 022	65-A	65-X	0793 049	50-X	40-X
0792 028	50-X/65-A	65-X	0793 050	50-X	40-X
0792 029	65-A	65-X	0793 051	50-X	40-X
0793 052	50-X	40-X	0793 087	50-X	40-X/50-X
0793 053	50-X	40-X	0793 088	50-X	40-X/50-X
0793 054	50-X	40-X	0793 089	50-X	40-X/50-X
0793 055	50-X	40-X	0793 090	50-X	40-X/50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0793 056	50-X	40-X	0793 091	50-X	40-X/50-X
0793 057	50-X	40-X	0793 092	50-X	40-X/50-X
0793 058	50-X	40-X	0793 093	50-X	40-X/50-X
0793 059	50-X	40-X	0793 094	50-X	40-X/50-X
0793 060	50-X	40-X	0793 095	50-X	40-X/50-X
0793 061	50-X	40-X	0793 096	50-X	40-X/50-X
0793 062	50-X	40-X	0793 097	50-X	40-X/50-X
0793 063	50-X	40-X	0793 098	50-X	40-X/50-X
0793 064	50-X	40-X	0793 099	50-X	40-X/50-X
0793 065	50-X	40-X	0793 100	50-X	40-X/50-X
0793 066	50-X	40-X	0793 101	50-X	40-X/50-X
0793 067	50-X	40-X	0793 102	50-X	40-X/50-X
0793 068	50-X	40-X	0794 001	50-X	40-X
0793 069	50-X	40-X	0794 004	50-X	40-X
0793 070	50-X	40-X	0794 005	50-X	40-X
0793 071	50-X	40-X	0794 005A	50-X	40-X
0793 072	50-X	40-X	0794 008	50-X	40-X
0793 073	50-X	40-X	0794 008A	50-X	40-X
0793 074	50-X	40-X	0794 010	50-X	40-X
0793 075	50-X	40-X	0794 011	50-X	40-X
0793 076	50-X	40-X	0794 013	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0793 078	50-X	40-X	0794 014	50-X	40-X
0793 079	50-X	40-X/50-X	0794 015	50-X	40-X
0793 080	50-X	40-X/50-X	0794 022	50-X	40-X
0793 081	50-X	40-X/50-X	0794 023	50-X	40-X
0793 082	50-X	40-X/50-X	0794 024	50-X	40-X
0793 083	50-X	40-X/50-X	0794 025	50-X	40-X
0793 084	50-X	40-X/50-X	0794 026	50-X	40-X
0793 085	50-X	40-X/50-X	0794 028	50-X	40-X
0793 086	50-X	40-X/50-X	0794 028	50-X	40-X
0794 029	50-X	40-X	0806 049	50-X	40-X
0794 034	50-X	40-X	0806 050	50-X	40-X
0794 035	50-X	40-X	0806 051	50-X	40-X
0794 036	50-X	40-X	0806 052	50-X	40-X
0794 037	50-X	40-X	0806 053	50-X	40-X
0794 038	50-X	40-X	0806 054	50-X	40-X
0794 039	50-X	40-X	0807 001	50-X	40-X
0806 002	50-X	40-X	0807 001A	50-X	40-X
0806 003	50-X	40-X	0807 001B	50-X	40-X
0806 005	50-X	40-X	0807 002	50-X	40-X
0806 006	50-X	40-X	0807 002A	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0806 008	50-X	40-X	0807 002B	50-X	40-X
0806 009	50-X	40-X	0807 002C	50-X	40-X
0806 010	50-X	40-X	0807 003	50-X	40-X
0806 011	50-X	40-X	0807 004	50-X	55-X
0806 012A	50-X	40-X	0807 005	50-X	40-X/45-X
0806 013	50-X	40-X	0807 006	50-X	40-X/45-X
0806 013A	50-X	40-X	0807 007	50-X	40-X/45-X
0806 014A	50-X	40-X	0807 008	50-X	40-X/45-X
0806 015	50-X	40-X	0807 009	50-X	40-X/45-X
0806 015A	50-X	40-X	0807 009A	50-X	40-X
0806 016	50-X	40-X	0807 010	50-X	40-X/55-X
0806 017	50-X	40-X	0807 015	50-X	40-X
0806 018	50-X	40-X	0807 016	50-X	40-X
0806 019	50-X	40-X	0807 016A	50-X	40-X
0806 020	50-X	40-X	0807 017	50-X	40-X
0806 020A	50-X	40-X	0807 020	50-X	40-X
0806 040	50-X	40-X	0807 021	50-X	40-X
0806 041	50-X	40-X	0807 022	50-X	40-X
0806 042	50-X	40-X	0807 023	50-X	40-X
0806 043	50-X	40-X	0807 026	50-X	40-X
0806 044	50-X	40-X	0807 027	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0806 045	50-X	40-X	0807 027A	50-X	40-X
0806 046	50-X	40-X	0807 028	50-X	40-X
0807 029	50-X	40-X	0809 012	50-X	40-X/50-X
0807 033	50-X	40-X	0809 014	50-X	40-X/50-X
0807 034	50-X	40-X	0809 015	50-X	40-X/50-X
0808 004	50-X	40-X/50-X	0809 016	50-X	40-X/50-X
0808 007	50-X	40-X/45-X	0809 017	50-X	40-X/50-X
0808 016	50-X	40-X/55-X	0809 018A	50-X	40-X
0808 016A	50-X	40-X	0809 019	50-X	40-X/50-X
0808 017	50-X	40-X/55-X	0809 020	50-X	40-X/50-X
0808 018	50-X	40-X	0809 021	50-X	40-X/50-X
0808 019	50-X	40-X	0809 029	50-X	40-X/50-X
0808 021	50-X	40-X	0809 030	50-X	40-X/50-X
0808 022	50-X	40-X	0809 031	50-X	40-X/50-X
0808 022A	50-X	40-X	0809 032	50-X	40-X/50-X
0808 032	50-X	40-X/45-X	0809 033	50-X	40-X/50-X
0808 035	50-X	40-X/45-X	0809 034	50-X	40-X/50-X
0808 036	50-X	40-X/50-X	0809 035	50-X	40-X/50-X
0808 039	50-X	40-X/45-X	0809 036	50-X	40-X/50-X
0808 043	50-X	40-X	0809 037	50-X	40-X/50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0808 044	50-X	40-X	0809 038	50-X	40-X/50-X
0808 045	50-X	40-X	0809 039	50-X	40-X/50-X
0808 046	50-X	40-X/45-X	0809 040	50-X	40-X/50-X
0808 047	50-X	40-X/45-X	0809 041	50-X	40-X/50-X
0808 048	50-X	40-X/45-X	0809 042	50-X	40-X/50-X
0808 049	50-X	40-X/45-X	0809 043	50-X	40-X/50-X
0808 050	50-X	40-X/45-X	0809 044	50-X	40-X/50-X
0808 051	50-X	40-X/45-X	0813 006	120-X/200-S	120-R-2/200-R-2
0809 002	50-X	40-X/50-X	0814 001	120-X	120-R-2
0809 003	50-X	40-X/50-X	0814 003	120-X	120-R-2
0809 003A	50-X	40-X	0814 004	200-S	200-R-2
0809 004	50-X	40-X/50-X	0814 005	200-S	200-R-2
0809 005	50-X	40-X/50-X	0814 006	200-S	200-R-2
0809 006	50-X	40-X/50-X	0814 007	200-S	200-R-2
0809 007	50-X	40-X/50-X	0814 008	200-S	200-R-2
0809 011	50-X	40-X/50-X	0814 009	200-S	200-R-2
0814 010	200-S	200-R-2	0816 037	50-X	40-X/50-X
0814 014	120-X	120-R-2	0816 038	50-X	40-X/50-X
0814 015	120-X	120-R-2	0816 039	50-X	40-X/50-X
0814 016	120-X	120-R-2	0816 040	50-X	40-X/50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0814 019	120-X	120-R-2	0816 041	50-X	40-X/50-X
0814 020	120-X	200-R-2	0816 042	50-X	40-X/50-X
0814 021	120-X	120-R-2	0816 043	50-X	40-X/50-X
0816 002	65-A	40-X/65-X	0816 044	50-X	40-X/50-X
0816 003	65-A	40-X/50-X/ 65-X	0816 045	50-X	40-X/50-X
0816 005	50-X	40-X/50-X	0816 046	50-X	40-X/50-X
0816 006	50-X	40-X/50-X	0816 047	50-X	40-X/50-X
0816 009	50-X	40-X/50-X	0816 048	50-X	40-X/50-X
0816 012	50-X	40-X/50-X	0816 049	50-X	40-X/50-X
0816 013	50-X	40-X/50-X	0816 050	50-X	40-X/50-X
0816 014	50-X	40-X/50-X	0816 051	50-X	40-X/50-X
0816 015	50-X	40-X/50-X	0816 052	50-X	40-X/50-X
0816 015A	50-X	40-X	0816 053	50-X	40-X/50-X
0816 015B	50-X	40-X	0816 054	50-X	40-X/50-X
0816 017	50-X	40-X/50-X	0816 055	50-X	40-X/50-X
0816 021	50-X	40-X	0816 056	50-X	40-X/50-X
0816 022	65-A	40-X/50-X/ 65-X	0816 057	50-X	40-X/50-X
0816 023	50-X	40-X/50-X	0816 058	50-X	40-X/50-X
0816 024	50-X	40-X	0816 059	50-X	40-X/50-X
0816 025	50-X	40-X	0816 060	50-X	40-X/50-X
0816 027	50-X	40-X/50-X	0816 061	50-X	40-X/50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0816 028	50-X	40-X/50-X	0816 062	50-X	40-X/50-X
0816 029	50-X	40-X/50-X	0816 063	50-X	40-X/50-X
0816 030	50-X	40-X/50-X	0816 064	50-X	40-X/50-X
0816 031	50-X	40-X/50-X	0816 065	50-X	40-X/50-X
0816 032	50-X	40-X/50-X	0816 066	50-X	40-X/50-X
0816 033	50-X	40-X/50-X	0817 004	50-X	40-X
0816 034	50-X	40-X/50-X	0817 005	50-X	40-X
0816 035	50-X	40-X/50-X	0817 006	50-X	40-X
0816 036	50-X	40-X/50-X	0817 006A	50-X	40-X
0817 011	50-X	40-X	0818 027	50-X	40-X
0817 023	50-X	40-X/45-X	0818 028	50-X	40-X
0817 024	50-X	40-X/45-X	0818 029	50-X	40-X
0817 025	50-X	40-X/45-X	0818 030	50-X	55-X
0817 032	50-X	40-X	0818 031	50-X	45-X/55-X
0817 033	50-X	55-X	0818 033	50-X	40-X
0817 034	50-X	40-X	0818 034	50-X	40-X
0817 035	50-X	40-X	0818 035	50-X	40-X
0817 066	50-X	45-X	0818 036	50-X	45-X
0817 068	50-X	45-X/55-X/ 40-X	0818 037	50-X	40-X
0818 001	50-X	55-X	0818 039	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0818 002	50-X	40-X/55-X	0818 040	50-X	55-X
0818 005	50-X	40-X	0818 041	50-X	55-X
0818 006A	50-X	40-X	0818 042	50-X	40-X
0818 007	50-X	40-X	0818 043	50-X	40-X
0818 007A	50-X	40-X	0818 044	50-X	40-X
0818 008	50-X	40-X	0818 045	50-X	40-X
0818 010	50-X	40-X	0818 046	50-X	40-X
0818 012	50-X	40-X	0818 047	50-X	40-X
0818 013	50-X	40-X	0818 050	50-X	40-X
0818 016	50-X	40-X	0818 051	50-X	40-X
0818 017	50-X	55-X	0818 052	50-X	40-X
0818 018A	50-X	55-X	0818 053	50-X	40-X
0818 020	50-X	40-X/45-X	0818 055	50-X	45-X/55-X
0818 020	50-X	40-X/45-X	0818 056	50-X	45-X/55-X
0818 021	50-X	40-X/45-X	0818 057	50-X	45-X/55-X
0818 021	50-X	40-X/45-X	0818 058	50-X	45-X/55-X
0818 022A	50-X	45-X	0818 059	50-X	45-X/55-X
0818 022B	50-X	40-X	0818 060	50-X	45-X/55-X
0818 023	50-X	40-X/45-X	0818 061	50-X	45-X/55-X
0818 023	50-X	40-X/45-X	0818 062	50-X	45-X/55-X
0818 024	50-X	45-X	0818 063	50-X	45-X/55-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0818 025	50-X	40-X	0819 001	50-X	40-X
0818 026	50-X	40-X	0819 002	50-X	40-X
0819 004	50-X	40-X	0819 048	50-X	40-X
0819 005	50-X	40-X	0819 049	50-X	40-X
0819 005A	50-X	40-X	0819 050	50-X	40-X
0819 006	50-X	40-X	0819 051	50-X	40-X
0819 006A	50-X	40-X	0831 001	80-B	50-X
0819 008	50-X	40-X	0831 001	80-B	50-X
0819 008A	50-X	40-X	0831 001A	80-B	40-X/50-X
0819 009	50-X	40-X	0831 001A	80-B	40-X/50-X
0819 010	50-X	40-X	0831 021	80-B	40-X/50-X
0819 010A	50-X	40-X	0831 023	80-B	40-X/50-X
0819 011	50-X	40-X	0831 023	80-B	40-X/50-X
0819 011A	50-X	40-X	0831 024	80-B	40-X/50-X
0819 012	50-X	40-X	0832 002	50-X	40-X/50-X
0819 013	50-X	40-X	0832 004	50-X	40-X/50-X
0819 013A	50-X	40-X	0832 005	50-X	40-X
0819 013B	50-X	40-X	0832 006	50-X	40-X
0819 014A	50-X	40-X	0832 007	50-X	40-X
0819 014B	50-X	40-X	0832 008	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0819 015	50-X	40-X	0832 009	50-X	40-X
0819 021	50-X	40-X	0832 009A	50-X	40-X
0819 022	50-X	40-X	0832 025	50-X/80-B	50-X
0819 027	50-X	40-X	0832 026	50-X/80-B	50-X
0819 028	50-X	40-X	0832 067	50-X	40-X/50-X/ 50-X
0819 029	50-X	40-X	0832 068	50-X	40-X/50-X/ 50-X
0819 030	50-X	40-X	0832 069	50-X	40-X/50-X/ 50-X
0819 031	50-X	40-X	0832 074	50-X	40-X
0819 032	50-X	40-X	0832 075	50-X	40-X
0819 034	50-X	40-X	0832 076	50-X	40-X
0819 035	50-X	40-X	0833 002	65-A	40-X/85-X
0819 042	50-X	40-X	0833 003	80-A	40-X/85-X/ 50-X
0819 043	50-X	40-X	0833 015	50-X	40-X/50-X
0819 044	50-X	40-X	0833 018	50-X	40-X/50-X
0819 045	50-X	40-X	0833 019	50-X	40-X/50-X
0819 047	50-X	40-X	0833 020	65-X	40-X/50-X
0833 021	65-X	40-X/50-X	0835 001	320-S	320-R-2
0833 022	65-A	40-X/85-X/ 50-X	0835 002	320-S	320-R-2
0833 023	65-A	40-X/85-X/ 50-X	0835 003	320-S	320-R-2
0833 024	65-A	40-X/85-X/ 50-X	0835 004	200-S	400-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0833 025	65-A	40-X/85-X/ 50-X	0836 001	150-S	400-R-2
0833 026	65-A	40-X/85-X/ 50-X	0836 002	150-S	400-R-2
0833 027	65-A	40-X/85-X/ 50-X	0836 003	150-S	400-R-2
0833 028	65-A	40-X/85-X/ 50-X	0836 004	150-S	400-R-2
0833 029	65-A	40-X/85-X/ 50-X	0836 005	120-F	120-R-2
0833 030	65-A	40-X/85-X/ 50-X	0836 006	120-F	120-R-2
0833 031	65-A	40-X/85-X/ 50-X	0836 007	120-F	120-R-2
0833 032	65-A	40-X/85-X/ 50-X	0836 008	120-F	85-R-2
0833 033	65-A	40-X/85-X/ 50-X	0836 009	120-F	85-R-2
0833 034	65-A	40-X/85-X/ 50-X	0836 010	80-E	85-R-2
0833 035	65-A	40-X/85-X/ 50-X	0836 011	80-E	85-R-2
0833 036	65-A	40-X/85-X/ 50-X	0836 012	80-E	85-R-2
0833 037	65-A	40-X/85-X/ 50-X	0836 013	80-E	85-R-2
0833 038	65-A	40-X/85-X/ 50-X	0837 001	80-A	85-X
0833 039	65-A	40-X/85-X/ 50-X	0837 002	80-A	40-X/85-X
0833 040	65-A	40-X/85-X/ 50-X	0837 003	80-A	50-X/85-X
0833 041	65-A	40-X/85-X/ 50-X	0837 005	80-A	40-X/50-X
0833 042	65-A	40-X/85-X/ 50-X	0837 006	80-A	40-X/50-X
0834 004	80-E/120-F	120-R-2	0837 007	80-A	40-X/50-X
0834 008	80-E	85-R-2	0837 008	50-X	40-X/50-X
0834 012	80-E	85-R-2	0837 009	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0834 013	80-E	85-R-2	0837 011	50-X	40-X/50-X
0834 014	80-E	85-R-2	0837 015	50-X	40-X/50-X
0834 015	80-E	85-R-2	0837 025	80-A	40-X/85-X/ 50-X
0834 016	80-E	85-R-2	0837 067	80-A	40-X/50-X
0834 017	80-E	85-R-2	0837 068	80-A	40-X/50-X
0834 018	80-E	85-R-2	0837 069	80-A	40-X/50-X
0834 019	120-F	85-R-2	0837 070	80-A	40-X/50-X
0834 022	120-F	85-R-2	0837 071	80-A	40-X/50-X
0834 027	80-E	85-R-2/120-R-2	0837 072	80-A	40-X/50-X
0838 001	50-X	40-X/50-X	0839 017	80-B	40-X
0838 002	50-X	40-X/50-X	0839 018	80-B	40-X
0838 003	50-X	40-X/50-X	0839 019	80-B	40-X
0838 004	50-X	40-X/50-X	0839 019A	80-B	40-X
0838 005	50-X	40-X/50-X	0839 021	80-B	40-X
0838 007	50-X	40-X/50-X	0839 022	80-B	40-X
0838 008	50-X	40-X	0839 023	80-B	40-X
0838 009	50-X	40-X	0839 025	80-B	40-X
0838 013	50-X	40-X	0839 028	80-B	40-X
0838 013A	50-X	40-X	0839 029	80-B	40-X/50-X
0838 024	50-X	40-X	0839 032	80-B	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0838 025	50-X	40-X	0839 033	80-B	40-X
0838 026	50-X	40-X	0839 034	80-B	40-X
0838 027	50-X	40-X	0839 035	80-B	40-X
0838 028	50-X	40-X	0839 036	80-B	40-X
0838 031	50-X	40-X	0839 037	80-B	40-X
0838 032	50-X	40-X	0839 038	80-B	40-X
0838 033	50-X	40-X	0839 039	80-B	40-X
0838 034	50-X/80-E	50-X	0839 040	80-B	40-X
0838 035	50-X/80-E	50-X	0839 041	80-B	40-X
0838 036	50-X	40-X	0839 042	80-B	50-X
0839 005	80-B	50-X	0839 043	80-B	50-X
0839 005A	80-B	50-X	0839 044	80-B	40-X
0839 005B	80-B	50-X	0839 045	80-B	40-X
0839 005C	80-B	40-X	0839 054	80-B	40-X
0839 006	80-B	50-X	0839 055	80-B	40-X
0839 006A	80-B	40-X	0839 057	80-B	40-X
0839 007	80-B	40-X	0839 058	80-B	40-X
0839 007A	80-B	40-X	0839 059	80-B	40-X
0839 010	80-B	40-X	0839 060	80-B	40-X
0839 012	80-B	40-X	0839 061	80-B	40-X
0839 015	80-B	40-X	0839 062	80-B	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0839 016	80-B	40-X	0839 063	80-B	40-X
0839 016A	80-B	40-X	0839 064	80-B	40-X
0839 065	80-B	40-X	0852 031	105-E	40-X/50-X
0839 066	80-B	40-X	0852 032	105-E	40-X/50-X
0852 003	105-E	50-X	0852 033	105-E	40-X
0852 003A	105-E	50-X	0852 034	105-E	40-X
0852 003B	105-E	40-X	0852 035	80-B	40-X
0852 003C	105-E	40-X	0852 036	80-B	40-X
0852 003D	105-E	40-X/50-X	0852 037	80-B	40-X
0852 003D	105-E	40-X/50-X	0852 038	80-B	40-X
0852 005	80-B	40-X	0852 039	80-B	40-X
0852 005A	80-B	40-X	0852 040	80-B	40-X
0852 006	80-B	40-X	0852 044	80-B	40-X
0852 007	80-B	40-X	0852 045	80-B	40-X
0852 008	80-B	40-X	0853 002	80-A	40-X/50-X
0852 009	80-B	40-X	0853 002A	80-A	50-X
0852 009A	80-B	40-X	0853 004	50-X	40-X/50-X
0852 010	80-B	40-X	0853 006	50-X	40-X/50-X
0852 010A	80-B	40-X	0853 007	50-X	40-X/50-X
0852 012	80-B	40-X	0853 015	50-X	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0852 013	80-B	40-X	0853 016	50-X	40-X
0852 014	80-B	40-X	0853 017	50-X	40-X
0852 015	80-B	40-X	0853 017A	50-X	40-X
0852 015	80-B	40-X	0853 018	50-X	40-X
0852 017	80-B	40-X	0853 018A	50-X	40-X
0852 018	80-B	40-X	0853 019	50-X	40-X
0852 019A	80-B	40-X	0853 020	50-X	40-X/50-X
0852 020	80-B	40-X	0853 021	80-B	50-X
0852 021	80-B	40-X	0853 022	80-B	50-X
0852 022	80-B	40-X	0853 023	80-A	40-X/50-X
0852 024	80-B	40-X	0854 001	80-A	85-X
0852 026	105-E	40-X/50-X	0854 002	80-A	85-X
0852 027	105-E	40-X/50-X	0854 003	80-A	85-X
0852 028	105-E	40-X/50-X	0854 004	80-A	85-X
0852 029	105-E	40-X/50-X	0854 005	80-A	85-X
0852 030	105-E	40-X/50-X	0854 006	80-A	85-X
0854 009	80-A	50-X/85-X	0856 002	105-E	50-X
0855 003	80-A	85-X	0856 003	105-E	40-X/85-X
0855 004	80-A	85-X	0856 007	105-E	40-X
0855 010	80-A	85-X	0856 008	105-E	40-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0855 011	80-A	50-X/85-X	0856 009	105-E	40-X
0855 011	80-A	50-X/85-X	0856 010	105-E	40-X
0855 012	80-A	85-X	0856 011A	105-E	40-X
0855 013	80-A	85-X	0856 012	105-E	40-X
0855 016	80-A	85-X	0856 013	105-E	40-X
0855 017	80-A	85-X	0856 014	80-B	40-X
0855 019	80-A	85-X	0856 015	80-B	40-X
0855 021	80-A	85-X	0856 016	80-B	40-X
0855 022	80-A	85-X	0856 017	80-B	40-X
0855 023	80-A	85-X	0856 017A	80-B	40-X
0855 024	80-A	85-X	0856 018	105-E	40-X
0855 025	80-A	85-X	0856 019	105-E	40-X
0855 026	80-A	85-X	0856 020	105-E	40-X
0855 027	80-A	85-X	0856 021	105-E	40-X
0855 028	80-A	85-X	0856 023	105-E	40-X
0855 029	80-A	85-X	0856 028	105-E	40-X
0855 030	80-A	85-X	0856 029	105-E	40-X
0855 031	80-A	85-X	0871 004	80-A	85-X
0855 032	80-A	85-X	0871 005	80-A	85-X
0855 033	80-A	85-X	0871 005	80-A	85-X
0855 034	80-A	85-X	0871 006	80-A	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0855 035	80-A	85-X	0871 007	80-A	85-X
0855 036	80-A	85-X	0871 008	80-A	85-X
0855 037	80-A	85-X	0871 010	105-E	85-X
0855 038	80-A	85-X	0871 012	105-E	85-X
0855 039	80-A	85-X	0871 014	80-A	85-X
0855 040	80-A	85-X	0871 016	80-A	85-X
0855 041	80-A	85-X	0871 017	105-E	85-X
0855 042	80-A	85-X	0871 018	105-E	85-X
0856 001	105-E	50-X	0871 019	105-E	85-X
0871 020	105-E	85-X	3501 005	80-B	85-X
0871 021	105-E	85-X	3501 006	80-B	85-X
0871 022	105-E	85-X	3501 007	80-B	85-X
0871 023	105-E	85-X	3502 010	50-X	40-X/50-X
0871 024	105-E	85-X	3502 010	50-X	40-X/50-X
0871 025	105-E	85-X	3502 013	50-X	40-X/50-X
0871 026	105-E	85-X	3502 013	50-X	40-X/50-X
0872 001	80-B	85-X	3502 024	105-E	50-X
0872 002	80-B	85-X	3502 025	105-E	50-X
0872 004	80-B	85-X	3502 026	105-E	40-X/50-X
0872 005	80-B	85-X	3502 027	105-E	40-X/50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
0872 006	80-B	85-X	3502 028	105-E	40-X/50-X
0872 007	80-B	85-X	3502 029	105-E	50-X
0872 008	80-B	85-X	3502 032	105-E	85-X
0872 008A	80-B	85-X	3502 033	105-E	85-X
0872 009	80-B	85-X	3502 034	105-E	85-X
0872 010	80-B	85-X	3502 035	105-E	85-X
0872 012	80-B	85-X	3502 036	105-E	85-X
0872 013	80-B	85-X	3502 037	105-E	85-X
0872 014	80-B	85-X	3502 038	105-E	85-X
0872 015	80-B	85-X	3502 039	105-E	85-X
0872 016	80-B	85-X	3502 040	105-E	85-X
0872 017	80-B	85-X	3502 041	105-E	85-X
0872 018	80-B	85-X	3502 042	105-E	85-X
0872 019	80-B	85-X	3502 043	105-E	85-X
0872 020	80-B	85-X	3502 044	105-E	85-X
0872 021	80-B	85-X	3502 047	105-E	40-X
0872 022	80-B	85-X	3502 047A	105-E	40-X
0872 023	80-B	85-X	3502 048	105-E	40-X
0872 024	80-B	85-X	3502 049	105-E	40-X
3501 001	80-B	85-X	3502 050	105-E	40-X
3501 002	80-B	85-X	3502 051	105-E	40-X

BLOCK/LOT	ExistingZoning	PropZoning
3501 003	80-B	85-X
3501 004	80-B	85-X
3502 054	105-E	40-X
3502 055	105-E	40-X
3502 056	105-E	40-X
3502 057	105-E	40-X
3502 058	105-E	40-X
3502 059	105-E	40-X
3502 061	105-E	40-X
3502 062	105-E	40-X
3502 063	105-E	40-X
3502 064	105-E	40-X
3502 065	105-E	40-X
3502 066	105-E	40-X
3502 067	105-E	40-X
3502 068	105-E	85-X
3502 070	105-E	85-X
3502 071	105-E	40-X
3502 072	105-E	40-X
3502 073	105-E	40-X
3502 052	105-E	40-X
3502 053	105-E	40-X
3502 104	50-X	40-X/50-X
3502 104	50-X	40-X/50-X
3502 106	105-E	50-X
3502 107	105-E	50-X
3502 110	50-X	40-X/50-X
3502 110	50-X	40-X/50-X
3502 111	50-X	40-X
3502 112	50-X/105-E	40-X/85-X/ 50-X
3502 113	105-E	40-X/85-X/ 50-X
3502 114	105-E	85-X
3502 115	105-E	85-X
3502 116	105-E	85-X
3502 117	105-E	85-X
3502 118	105-E	40-X
3502 119	105-E	40-X
3502 120	105-E	40-X
3502 121	105-E	40-X
3503 002	105-E	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3502 074	105-E	40-X	3503 003	105-E	85-X
3502 075	105-E	40-X	3504 001	105-E	85-X
3502 076	105-E	40-X	3504 002	105-E	40-X
3502 077	105-E	40-X	3504 011	105-E	40-X
3502 078	105-E	40-X	3504 012	105-E	40-X
3502 079	105-E	40-X	3504 013	105-E	40-X
3502 081	105-E	40-X	3504 017	105-E	50-X
3502 082	105-E	40-X	3504 019	105-E	50-X
3502 083	105-E	40-X	3504 022	105-E	50-X
3502 084	105-E	40-X	3504 023	105-E	50-X
3502 085	105-E	40-X	3504 024	105-E	50-X
3502 086	105-E	40-X	3504 025	105-E	50-X
3502 087	50-X	40-X	3504 026	105-E	50-X
3502 088	50-X	40-X	3504 027	105-E	50-X
3502 089	50-X	40-X	3504 028	105-E	50-X
3502 095	50-X	40-X	3504 029	40-X	85-X
3504 030	105-E	85-X	3504 074	105-E	40-X
3504 033	105-E	85-X	3504 075	105-E	40-X
3504 038	105-E	85-X	3504 076	105-E	40-X
3504 039	105-E	85-X	3505 001	160-H	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3504 040	105-E	85-X	3505 004	160-H	85-X
3504 044	105-E	85-X	3505 005	160-H	85-X
3504 045	105-E	85-X	3505 007	160-H	85-X
3504 046	105-E	85-X	3505 008	160-H	85-X
3504 047	105-E	50-X	3505 009	160-H	85-X
3504 049	105-E	85-X	3505 010	160-H	250-R-2
3504 050	105-E	85-X	3505 010	160-H	250-X
3504 051	105-E	85-X	3505 012	160-H	250-R-2
3504 052	105-E	85-X	3505 013	160-H	250-R-2
3504 053	105-E	85-X	3505 016	160-H	250-X
3504 054	105-E	85-X	3505 018	160-H	85-X
3504 055	105-E	85-X	3505 020	160-H	50-X
3504 056	105-E	85-X	3505 021	160-H	50-X
3504 057	105-E	85-X	3505 022	160-H	40-X
3504 058	105-E	85-X	3505 023	160-H	40-X
3504 059	105-E	85-X	3505 024	160-H	40-X
3504 060	105-E	85-X	3505 025	160-H	40-X
3504 061	105-E	40-X	3505 026	160-H	40-X
3504 062	105-E	40-X	3505 027	160-H	40-X
3504 063	105-E	40-X	3505 028	160-H	40-X
3504 064	105-E	40-X	3505 032	160-H	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3504 065	105-E	40-X	3505 032A	160-H	85-X
3504 066	105-E	40-X	3505 033	160-H	85-X
3504 067	105-E	40-X	3505 033A	160-H	85-X
3504 068	105-E	40-X	3506 001	150-S/320-S	400-R-2
3504 069	105-E	40-X	3506 003A	120-F	400-R-2
3504 070	105-E	40-X	3506 004	120-F/150-S	120-R-2/400-R-2
3504 071	105-E	40-X	3507 040	150-S/320-S	85-R-2/320-R-2
3504 072	105-E	40-X	3510 049	130-L	40-R-2/85-R-2
3504 073	105-E	40-X	3510 057	130-L	40-R-2/85-R-2
3511 001	130-L	85-R-2	3513 056	105-E	40-X/85-X
3511 023	130-L	50-X	3513 057	105-E	40-X/85-X
3511 025	130-L	50-X	3513 058	105-E	40-X/85-X
3511 031	130-L	120-R-2	3513 059	105-E	85-X
3511 033	130-L	85-X	3513 062	105-E	85-X
3511 033	130-L	85-R-2	3513 071	50-X/105-E	40-X/85-X
3511 074	130-L	40-R-2/85-R-2	3513 073	105-E	40-X/50-X
3511 075	130-L	40-R-2/85-R-2	3513 074	50-X/105-E	40-X/50-X
3511 080	130-L	85-R-2	3513 077	105-E	85-X
3511 082	130-L	85-R-2	3513 080	105-E	40-X/85-X
3511 093	130-L	50-R-2/120-R-2/ 130-X	3513 081	105-E	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3511 093	130-L	50-X/120-X/ 130-X	3513 082	105-E	85-X
3512 001	105-J	120-R-2	3513 083	105-E	40-X/85-X/ 50-X
3512 005	105-J	85-X	3513 084	105-E	40-X/85-X/ 50-X
3512 006	105-J	85-X	3513 085	105-E	40-X/85-X/ 50-X
3512 008	105-J	85-X	3513 086	105-E	40-X/85-X/ 50-X
3512 009	105-J	85-X	3513 087	105-E	40-X/85-X/ 50-X
3512 010	105-J	85-X	3513 088	105-E	40-X/85-X/ 50-X
3513 001	105-E	40-X/85-X	3513 089	105-E	40-X/85-X/ 50-X
3513 007	105-E	85-X	3513 090	105-E	40-X/85-X/ 50-X
3513 008	105-E	85-X	3513 091	105-E	40-X/85-X/ 50-X
3513 030	105-E	40-X	3513 092	105-E	40-X/85-X/ 50-X
3513 037A	105-E	40-X	3513 093	105-E	40-X/85-X/ 50-X
3513 044	105-E	40-X	3513 094	105-E	40-X/85-X/ 50-X
3513 045	105-E	40-X	3513 095	105-E	40-X/85-X/ 50-X
3513 046	105-E	40-X	3513 096	105-E	40-X/85-X/ 50-X
3513 047	105-E	40-X	3513 097	105-E	40-X/85-X/ 50-X
3513 048	105-E	40-X	3513 098	105-E	40-X/85-X/ 50-X
3513 049	105-E	40-X	3513 099	105-E	40-X/85-X/ 50-X
3513 050	105-E	40-X	3513 100	105-E	40-X/85-X/ 50-X
3513 051	105-E	40-X	3513 101	105-E	40-X/85-X/ 50-X
3513 052	105-E	40-X	3513 102	105-E	40-X/85-X/ 50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 054	105-E	40-X/85-X	3513 103	105-E	40-X/85-X/ 50-X
3513 055	105-E	40-X/85-X	3513 104	105-E	40-X/85-X/ 50-X
3513 105	105-E	40-X/85-X/ 50-X	3513 139	105-E	40-X/85-X/ 50-X
3513 106	105-E	40-X/85-X/ 50-X	3513 140	105-E	40-X/85-X/ 50-X
3513 107	105-E	40-X/85-X/ 50-X	3513 141	105-E	40-X/85-X/ 50-X
3513 108	105-E	40-X/85-X/ 50-X	3513 142	105-E	40-X/85-X/ 50-X
3513 109	105-E	40-X/85-X/ 50-X	3513 143	105-E	40-X/85-X/ 50-X
3513 110	105-E	40-X/85-X/ 50-X	3513 144	105-E	40-X/85-X/ 50-X
3513 111	105-E	40-X/85-X/ 50-X	3513 145	105-E	40-X/85-X/ 50-X
3513 112	105-E	40-X/85-X/ 50-X	3513 146	105-E	40-X/85-X/ 50-X
3513 113	105-E	40-X/85-X/ 50-X	3513 147	105-E	40-X/85-X/ 50-X
3513 114	105-E	40-X/85-X/ 50-X	3513 148	105-E	40-X/85-X/ 50-X
3513 115	105-E	40-X/85-X/ 50-X	3513 149	105-E	40-X/85-X/ 50-X
3513 116	105-E	40-X/85-X/ 50-X	3513 150	105-E	40-X/85-X/ 50-X
3513 117	105-E	40-X/85-X/ 50-X	3513 151	105-E	40-X/85-X/ 50-X
3513 118	105-E	40-X/85-X/ 50-X	3513 152	105-E	40-X/85-X/ 50-X
3513 119	105-E	40-X/85-X/ 50-X	3513 153	105-E	40-X/85-X/ 50-X
3513 120	105-E	40-X/85-X/ 50-X	3513 154	105-E	40-X/85-X/ 50-X
3513 121	105-E	40-X/85-X/ 50-X	3513 155	105-E	40-X/85-X/ 50-X
3513 122	105-E	40-X/85-X/ 50-X	3513 156	105-E	40-X/85-X/ 50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 123	105-E	40-X/85-X/ 50-X	3513 157	105-E	40-X/85-X/ 50-X
3513 124	105-E	40-X/85-X/ 50-X	3513 158	105-E	40-X/85-X/ 50-X
3513 125	105-E	40-X/85-X/ 50-X	3513 159	105-E	40-X/85-X/ 50-X
3513 126	105-E	40-X/85-X/ 50-X	3513 160	105-E	40-X/85-X/ 50-X
3513 127	105-E	40-X/85-X/ 50-X	3513 161	105-E	40-X/85-X/ 50-X
3513 128	105-E	40-X/85-X/ 50-X	3513 162	105-E	40-X/85-X/ 50-X
3513 129	105-E	40-X/85-X/ 50-X	3513 163	105-E	40-X/85-X/ 50-X
3513 130	105-E	40-X/85-X/ 50-X	3513 164	105-E	40-X/85-X/ 50-X
3513 131	105-E	40-X/85-X/ 50-X	3513 165	105-E	40-X/85-X/ 50-X
3513 132	105-E	40-X/85-X/ 50-X	3513 166	105-E	40-X/85-X/ 50-X
3513 133	105-E	40-X/85-X/ 50-X	3513 167	105-E	40-X/85-X/ 50-X
3513 134	105-E	40-X/85-X/ 50-X	3513 168	105-E	40-X/85-X/ 50-X
3513 135	105-E	40-X/85-X/ 50-X	3513 169	105-E	40-X/85-X/ 50-X
3513 136	105-E	40-X/85-X/ 50-X	3513 170	105-E	40-X/85-X/ 50-X
3513 137	105-E	40-X/85-X/ 50-X	3513 171	105-E	40-X/85-X/ 50-X
3513 138	105-E	40-X/85-X/ 50-X	3513 172	105-E	40-X/85-X/ 50-X
3513 173	105-E	40-X/85-X/ 50-X	3514 029	80-J	85-X
3513 174	105-E	40-X/85-X/ 50-X	3514 030	105-J	85-X
3513 175	105-E	40-X/85-X/ 50-X	3514 031	105-J	85-X
3513 176	105-E	40-X/85-X/ 50-X	3514 039	80-J	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3513 177	105-E	40-X/85-X/ 50-X	3514 041	105-J	85-X
3513 178	105-E	40-X/85-X/ 50-X	3514 042	105-J	85-X
3513 179	105-E	40-X/85-X/ 50-X	3514 043	105-J	120-R-2
3513 180	105-E	40-X/85-X/ 50-X	3514 045	105-J	85-X
3513 181	105-E	40-X/85-X/ 50-X	3514 045	105-J	85-R-2
3513 182	105-E	40-X/85-X/ 50-X	3514 046	105-J	85-R-2
3513 183	105-E	40-X/85-X/ 50-X	3514 046	105-J	85-X
3513 184	105-E	40-X/85-X/ 50-X	3514 048	105-J	85-X
3513 185	105-E	40-X/85-X/ 50-X	3514 048	105-J	85-R-2
3513 186	105-E	40-X/85-X/ 50-X	3514 049	105-J	85-X
3513 187	105-E	40-X/85-X/ 50-X	3514 049	105-J	85-R-2
3513 188	105-E	40-X/85-X/ 50-X	3514 050	105-J	85-X
3513 189	105-E	40-X/85-X/ 50-X	3514 050	105-J	85-R-2
3513 190	105-E	40-X/85-X/ 50-X	3514 051	105-J	85-R-2
3513 191	105-E	40-X/85-X/ 50-X	3514 051	105-J	85-X
3513 192	105-E	40-X/85-X/ 50-X	3514 052	105-J	85-X
3513 193	105-E	40-X/85-X/ 50-X	3514 052	105-J	85-R-2
3513 194	105-E	40-X/85-X/ 50-X	3514 053	105-J	85-X
3513 195	105-E	40-X/85-X/ 50-X	3514 053	105-J	85-R-2
3514 003	105-J	85-R-2	3514 054	105-J	85-R-2
3514 004	105-J	85-X	3514 054	105-J	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 004A	105-J	85-X	3514 055	105-J	85-R-2
3514 005	105-J	85-X	3514 055	105-J	85-X
3514 006	105-J	85-X	3514 056	105-J	85-X
3514 007	105-J	85-X	3514 056	105-J	85-R-2
3514 008	105-J	85-X	3514 057	105-J	85-R-2
3514 009	105-J	85-X	3514 057	105-J	85-X
3514 010	105-J	85-X	3514 058	105-J	85-X
3514 022	80-J	85-X	3514 058	105-J	85-R-2
3514 028	80-J	85-X	3514 059	105-J	85-R-2
3514 059	105-J	85-X	3514 076	105-J	85-X
3514 060	105-J	85-X	3514 077	105-J	85-X
3514 060	105-J	85-R-2	3514 077	105-J	85-R-2
3514 061	105-J	85-X	3514 078	105-J	85-X
3514 061	105-J	85-R-2	3514 078	105-J	85-R-2
3514 062	105-J	85-X	3514 079	105-J	85-X
3514 062	105-J	85-R-2	3514 079	105-J	85-R-2
3514 063	105-J	85-R-2	3514 080	105-J	85-X
3514 063	105-J	85-X	3514 080	105-J	85-R-2
3514 064	105-J	85-R-2	3514 081	105-J	85-R-2
3514 064	105-J	85-X	3514 081	105-J	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 065	105-J	85-R-2	3514 082	105-J	85-X
3514 065	105-J	85-X	3514 082	105-J	85-R-2
3514 066	105-J	85-X	3514 083	105-J	85-R-2
3514 066	105-J	85-R-2	3514 083	105-J	85-X
3514 067	105-J	85-R-2	3514 084	105-J	85-X
3514 067	105-J	85-X	3514 084	105-J	85-R-2
3514 068	105-J	85-X	3514 085	105-J	85-R-2
3514 068	105-J	85-R-2	3514 085	105-J	85-X
3514 069	105-J	85-X	3514 086	105-J	85-X
3514 069	105-J	85-R-2	3514 086	105-J	85-R-2
3514 070	105-J	85-R-2	3514 087	105-J	85-R-2
3514 070	105-J	85-X	3514 087	105-J	85-X
3514 071	105-J	85-R-2	3514 088	105-J	85-R-2
3514 071	105-J	85-X	3514 088	105-J	85-X
3514 072	105-J	85-R-2	3514 089	105-J	85-X
3514 072	105-J	85-X	3514 089	105-J	85-R-2
3514 073	105-J	85-X	3514 090	105-J	85-X
3514 073	105-J	85-R-2	3514 090	105-J	85-R-2
3514 074	105-J	85-X	3514 091	105-J	85-R-2
3514 074	105-J	85-R-2	3514 091	105-J	85-X
3514 075	105-J	85-X	3514 092	105-J	85-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 075	105-J	85-R-2	3514 092	105-J	85-X
3514 076	105-J	85-R-2	3514 093	105-J	85-X
3514 093	105-J	85-R-2	3514 110	105-J	85-X
3514 094	105-J	85-R-2	3514 111	105-J	85-R-2
3514 094	105-J	85-X	3514 111	105-J	85-X
3514 095	105-J	85-R-2	3514 112	105-J	85-X
3514 095	105-J	85-X	3514 112	105-J	85-R-2
3514 096	105-J	85-X	3514 113	105-J	85-X
3514 096	105-J	85-R-2	3514 113	105-J	85-R-2
3514 097	105-J	85-R-2	3514 114	105-J	85-X
3514 097	105-J	85-X	3514 114	105-J	85-R-2
3514 098	105-J	85-X	3514 115	105-J	85-R-2
3514 098	105-J	85-R-2	3514 115	105-J	85-X
3514 099	105-J	85-X	3514 116	105-J	85-R-2
3514 099	105-J	85-R-2	3514 116	105-J	85-X
3514 100	105-J	85-R-2	3514 117	105-J	85-R-2
3514 100	105-J	85-X	3514 117	105-J	85-X
3514 101	105-J	85-R-2	3514 118	105-J	85-X
3514 101	105-J	85-X	3514 118	105-J	85-R-2
3514 102	105-J	85-R-2	3514 119	105-J	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 102	105-J	85-X	3514 119	105-J	85-R-2
3514 103	105-J	85-R-2	3514 120	105-J	85-X
3514 103	105-J	85-X	3514 120	105-J	85-R-2
3514 104	105-J	85-R-2	3514 121	105-J	85-R-2
3514 104	105-J	85-X	3514 121	105-J	85-X
3514 105	105-J	85-R-2	3514 122	105-J	85-R-2
3514 105	105-J	85-X	3514 122	105-J	85-X
3514 106	105-J	85-X	3514 123	105-J	85-X
3514 106	105-J	85-R-2	3514 123	105-J	85-R-2
3514 107	105-J	85-X	3514 124	105-J	85-X
3514 107	105-J	85-R-2	3514 124	105-J	85-R-2
3514 108	105-J	85-R-2	3514 125	105-J	85-R-2
3514 108	105-J	85-X	3514 125	105-J	85-X
3514 109	105-J	85-R-2	3514 126	105-J	85-X
3514 109	105-J	85-X	3514 126	105-J	85-R-2
3514 110	105-J	85-R-2	3514 127	105-J	85-R-2
3514 127	105-J	85-X	3514 144	105-J	85-R-2
3514 128	105-J	85-R-2	3514 145	50-X	85-R-2
3514 128	105-J	85-X	3514 145	50-X	85-X
3514 129	105-J	85-R-2	3514 146	105-J	85-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 129	105-J	85-X	3514 146	105-J	85-X
3514 130	105-J	85-R-2	3514 147	105-J	85-X
3514 130	105-J	85-X	3514 147	105-J	85-R-2
3514 131	105-J	85-X	3514 148	105-J	85-X
3514 131	105-J	85-R-2	3514 148	105-J	85-R-2
3514 132	105-J	85-X	3514 149	105-J	85-R-2
3514 132	105-J	85-R-2	3514 149	105-J	85-X
3514 133	105-J	85-X	3514 150	105-J	85-R-2
3514 133	105-J	85-R-2	3514 150	105-J	85-X
3514 134	105-J	85-X	3514 151	105-J	85-X
3514 134	105-J	85-R-2	3514 151	105-J	85-R-2
3514 135	105-J	85-R-2	3514 152	105-J	85-R-2
3514 135	105-J	85-X	3514 152	105-J	85-X
3514 136	105-J	85-R-2	3514 153	105-J	85-R-2
3514 136	105-J	85-X	3514 153	105-J	85-X
3514 137	105-J	85-X	3514 154	105-J	85-R-2
3514 137	105-J	85-R-2	3514 154	105-J	85-X
3514 138	105-J	85-R-2	3514 155	105-J	85-X
3514 138	105-J	85-X	3514 155	105-J	85-R-2
3514 139	105-J	85-R-2	3514 156	105-J	85-X
3514 139	105-J	85-X	3514 156	105-J	85-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 140	105-J	85-R-2	3514 157	105-J	85-R-2
3514 140	105-J	85-X	3514 157	105-J	85-X
3514 141	105-J	85-R-2	3514 158	105-J	85-X
3514 141	105-J	85-X	3514 158	105-J	85-R-2
3514 142	105-J	85-R-2	3514 159	105-J	85-X
3514 142	105-J	85-X	3514 159	105-J	85-R-2
3514 143	105-J	85-X	3514 160	105-J	85-R-2
3514 143	105-J	85-R-2	3514 160	105-J	85-X
3514 144	105-J	85-X	3514 161	105-J	85-R-2
3514 161	105-J	85-X	3514 178	105-J	85-R-2
3514 162	105-J	85-R-2	3514 179	105-J	85-R-2
3514 162	105-J	85-X	3514 179	105-J	85-X
3514 163	105-J	85-X	3514 180	105-J	85-X
3514 163	105-J	85-R-2	3514 180	105-J	85-R-2
3514 164	105-J	85-X	3514 181	105-J	85-X
3514 164	105-J	85-R-2	3514 181	105-J	85-R-2
3514 165	105-J	85-X	3514 182	105-J	85-R-2
3514 165	105-J	85-R-2	3514 182	105-J	85-X
3514 166	105-J	85-X	3514 183	105-J	85-R-2
3514 166	105-J	85-R-2	3514 183	105-J	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 167	105-J	85-R-2	3514 184	105-J	85-R-2
3514 167	105-J	85-X	3514 184	105-J	85-X
3514 168	105-J	85-X	3514 185	105-J	85-X
3514 168	105-J	85-R-2	3514 185	105-J	85-R-2
3514 169	105-J	85-R-2	3514 186	105-J	85-R-2
3514 169	105-J	85-X	3514 186	105-J	85-X
3514 170	105-J	85-X	3514 187	105-J	85-R-2
3514 170	105-J	85-R-2	3514 187	105-J	85-X
3514 171	105-J	85-X	3514 188	105-J	85-R-2
3514 171	105-J	85-R-2	3514 188	105-J	85-X
3514 172	105-J	85-R-2	3514 189	105-J	85-R-2
3514 172	105-J	85-X	3514 189	105-J	85-X
3514 173	105-J	85-X	3514 190	105-J	85-R-2
3514 173	105-J	85-R-2	3514 190	105-J	85-X
3514 174	105-J	85-X	3514 191	105-J	85-X
3514 174	105-J	85-R-2	3514 191	105-J	85-R-2
3514 175	105-J	85-X	3514 192	105-J	85-R-2
3514 175	105-J	85-R-2	3514 192	105-J	85-X
3514 176	105-J	85-X	3514 193	105-J	85-R-2
3514 176	105-J	85-R-2	3514 193	105-J	85-X
3514 177	105-J	85-R-2	3514 194	105-J	85-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 177	105-J	85-X	3514 194	105-J	85-X
3514 178	105-J	85-X	3514 195	105-J	85-R-2
3514 195	105-J	85-X	3514 212	105-J	85-R-2
3514 196	105-J	85-X	3514 213	105-J	85-X
3514 196	105-J	85-R-2	3514 213	105-J	85-R-2
3514 197	105-J	85-X	3514 214	105-J	85-X
3514 197	105-J	85-R-2	3514 214	105-J	85-R-2
3514 198	105-J	85-X	3514 215	105-J	85-X
3514 198	105-J	85-R-2	3514 215	105-J	85-R-2
3514 199	105-J	85-X	3514 216	105-J	85-X
3514 199	105-J	85-R-2	3514 216	105-J	85-R-2
3514 200	105-J	85-R-2	3514 217	105-J	85-X
3514 200	105-J	85-X	3514 217	105-J	85-R-2
3514 201	105-J	85-X	3514 218	105-J	85-X
3514 201	105-J	85-R-2	3514 218	105-J	85-R-2
3514 202	105-J	85-X	3514 219	105-J	85-X
3514 202	105-J	85-R-2	3514 219	105-J	85-R-2
3514 203	105-J	85-R-2	3514 220	105-J	85-X
3514 203	105-J	85-X	3514 220	105-J	85-R-2
3514 204	105-J	85-R-2	3514 221	105-J	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 204	105-J	85-X	3514 221	105-J	85-R-2
3514 205	105-J	85-X	3514 222	105-J	85-X
3514 205	105-J	85-R-2	3514 222	105-J	85-R-2
3514 206	105-J	85-X	3514 223	105-J	85-X
3514 206	105-J	85-R-2	3514 223	105-J	85-R-2
3514 207	105-J	85-X	3514 224	105-J	85-X
3514 207	105-J	85-R-2	3514 224	105-J	85-R-2
3514 208	105-J	85-X	3514 225	105-J	85-R-2
3514 208	105-J	85-R-2	3514 225	105-J	85-X
3514 209	105-J	85-X	3514 226	105-J	85-X
3514 209	105-J	85-R-2	3514 226	105-J	85-R-2
3514 210	105-J	85-R-2	3514 227	105-J	85-R-2
3514 210	105-J	85-X	3514 227	105-J	85-X
3514 211	105-J	85-X	3514 228	105-J	85-X
3514 211	105-J	85-R-2	3514 228	105-J	85-R-2
3514 212	105-J	85-X	3514 229	105-J	85-R-2
3514 229	105-J	85-X	3514 246	105-J	85-R-2
3514 230	105-J	85-R-2	3514 247	105-J	85-X
3514 230	105-J	85-X	3514 247	105-J	85-R-2
3514 231	105-J	85-X	3514 248	105-J	85-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 231	105-J	85-R-2	3514 248	105-J	85-X
3514 232	105-J	85-X	3514 249	105-J	85-X
3514 232	105-J	85-R-2	3514 249	105-J	85-R-2
3514 233	105-J	85-R-2	3514 250	105-J	85-R-2
3514 233	105-J	85-X	3514 250	105-J	85-X
3514 234	105-J	85-R-2	3514 251	105-J	85-R-2
3514 234	105-J	85-X	3514 251	105-J	85-X
3514 235	105-J	85-R-2	3514 252	105-J	85-X
3514 235	105-J	85-X	3514 252	105-J	85-R-2
3514 236	105-J	85-X	3514 253	105-J	85-X
3514 236	105-J	85-R-2	3514 253	105-J	85-R-2
3514 237	105-J	85-X	3514 254	105-J	85-R-2
3514 237	105-J	85-R-2	3514 254	105-J	85-X
3514 238	105-J	85-X	3514 255	105-J	85-R-2
3514 238	105-J	85-R-2	3514 255	105-J	85-X
3514 239	105-J	85-X	3514 256	105-J	85-X
3514 239	105-J	85-R-2	3514 256	105-J	85-R-2
3514 240	105-J	85-X	3514 257	105-J	85-R-2
3514 240	105-J	85-R-2	3514 257	105-J	85-X
3514 241	105-J	85-X	3514 258	105-J	85-X
3514 241	105-J	85-R-2	3514 258	105-J	85-R-2

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3514 242	105-J	85-R-2	3514 259	105-J	85-R-2
3514 242	105-J	85-X	3514 259	105-J	85-X
3514 243	105-J	85-X	3514 260	105-J	85-R-2
3514 243	105-J	85-R-2	3514 260	105-J	85-X
3514 244	105-J	85-R-2	3533 006	50-X	40-X/50-X
3514 244	105-J	85-X	3533 007	50-X	40-X/50-X
3514 245	105-J	85-R-2	3533 008	50-X	40-X/50-X
3514 245	105-J	85-X	3533 010	50-X	40-X/50-X
3514 246	105-J	85-X	3533 011	50-X	40-X
3533 013	50-X	40-X	3533 131	50-X	40-X/50-X
3533 015	50-X	40-X	3533 132	50-X	40-X/50-X
3533 016	50-X	40-X	3533 133	50-X	40-X/50-X
3533 017	50-X	40-X	3533 134	50-X	40-X/50-X
3533 036	50-X	40-X	3533 135	50-X	40-X/50-X
3533 037	50-X	40-X	3534 057	80-B	85-X
3533 038	50-X	40-X	3534 058	80-B	85-X
3533 039	50-X	40-X	3534 059	80-B	50-X
3533 040	50-X	40-X	3534 061	80-B	50-X
3533 041	50-X	40-X	3534 062	80-B	50-X
3533 042	50-X	40-X	3534 063	80-B	50-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3533 043	50-X	40-X	3534 064	80-B	50-X
3533 044	50-X	40-X	3534 065	80-B	50-X
3533 044A	50-X	40-X	3534 067	40-X/80-B	50-X
3533 046	50-X	40-X	3534 068	40-X	50-X
3533 047	50-X	40-X	3535 001	40-X/80-B	40-X/85-X
3533 048	50-X	40-X	3535 008	80-B	85-X
3533 049	50-X	40-X	3535 012	80-B	85-X
3533 050	50-X	40-X	3535 013	80-B	85-X
3533 051	50-X	40-X	3535 015	80-B	85-X
3533 051A	50-X	40-X	3535 016	80-B	85-X
3533 052	50-X	40-X	3535 017	80-B	85-X
3533 071	50-X	40-X	3535 018	80-B	85-X
3533 072	50-X	40-X	3535 019	80-B	85-X
3533 074	50-X	40-X	3535 020	80-B	85-X
3533 075	50-X	40-X	3535 021	80-B	85-X
3533 082	50-X	40-X	3535 022	80-B	85-X
3533 083	50-X	40-X	3535 023	80-B	85-X
3533 084	50-X	40-X	3535 024	80-B	85-X
3533 126	50-X	40-X/50-X	3535 025	80-B	85-X
3533 127	50-X	40-X/50-X	3535 026	80-B	85-X
3533 128	50-X	40-X/50-X	3535 027	80-B	85-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3533 129	50-X	40-X/50-X	3535 028	80-B	85-X
3533 130	50-X	40-X/50-X	3536 001	40-X/80-B	40-X/85-X/ 45-X
3536 002	80-B	85-X	3542 014	50-X	65-X
3536 003	80-B	85-X	3542 015	50-X	65-X
3536 004	80-B	85-X	3542 016	50-X	65-X
3536 005	80-B	85-X	3542 017	50-X	65-X
3536 007	80-B	85-X	3542 039	50-X	40-X/65-X
3536 010	80-B	45-X/85-X	3542 040	40-X	85-X
3536 012	80-B	85-X	3542 041	80-B	85-X
3536 013	80-B	45-X	3543 001	80-B	85-X
3537 001	40-X	45-X	3543 003	80-B	45-X
3537 005	40-X	45-X	3543 003A	80-B	65-X
3537 006	40-X	45-X	3543 003B	50-X	65-X
3537 007	40-X	45-X	3543 004	40-X	45-X/65-X
3537 009	40-X	45-X	3543 005	40-X	45-X
3537 010	40-X	45-X	3543 006	40-X	45-X
3537 013	40-X	45-X	3543 007	40-X	45-X
3537 014	40-X	45-X	3543 008	40-X	45-X/65-X
3537 015	40-X	45-X	3543 010	50-X	45-X/65-X
3537 016	80-B	45-X	3543 011	50-X	65-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3537 017	80-B	45-X	3543 012	80-B	65-X
3537 018	80-B	45-X	3544 053	40-X	45-X
3537 019	80-B	45-X	3544 054	40-X	45-X
3537 020	80-B	40-X	3544 055	40-X	45-X
3537 089	40-X	45-X	3544 056	80-B	45-X
3537 091	40-X	45-X	3544 057	80-B	45-X
3541 010	50-X	40-X	3544 058	80-B	45-X
3542 004	80-B	65-X	3544 059	80-B	45-X
3542 005	80-B	65-X	3544 060	80-B	45-X
3542 006	80-B	65-X	3544 062	80-B	45-X
3542 007	80-B	65-X	3544 063	80-B	45-X
3542 008	80-B	65-X	3544 064	80-B	45-X
3542 009	50-X	65-X	3544 065	80-B	85-X
3542 011	50-X	65-X	3544 067	80-B	85-X
3542 012	50-X	65-X	3544 070	80-B	85-X
3542 013	50-X	65-X	3544 071	80-B	85-X
3544 072	80-B	85-X	3558 150	50-X	65-X
3544 092	40-X	45-X	3558 150	50-X	65-X
3544 093	40-X	45-X	3558 151	50-X	65-X
3544 094	40-X	45-X	3558 151	50-X	65-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3544 095	40-X	45-X	3558 152	50-X	65-X
3558 035A	50-X	40-X	3558 152	50-X	65-X
3558 036	50-X	65-X	3559 001	50-X	65-X
3558 040	40-X	65-X	3559 002	50-X	65-X
3558 137	50-X	65-X	3559 013	50-X	65-X
3558 137	50-X	65-X	3559 013A	50-X	65-X
3558 138	50-X	65-X	3559 014	50-X	65-X
3558 138	50-X	65-X	3559 015	50-X	65-X
3558 139	50-X	65-X	3559 016	50-X	65-X
3558 139	50-X	65-X	3559 017	50-X	65-X
3558 140	50-X	65-X	3559 018	50-X	65-X
3558 140	50-X	65-X	3559 019	50-X	65-X
3558 141	50-X	65-X	3560 001	50-X	65-X
3558 141	50-X	65-X	3560 005	50-X	65-X
3558 142	50-X	65-X	3560 006	50-X	65-X
3558 142	50-X	65-X	3560 007	50-X	40-X/65-X
3558 143	50-X	65-X	3560 008	50-X	40-X/65-X
3558 143	50-X	65-X	3560 009	50-X	65-X
3558 144	50-X	65-X	3560 010	50-X	65-X
3558 144	50-X	65-X	3560 011	50-X	65-X
3558 145	50-X	65-X	3560 012	50-X	65-X

BLOCK/LOT	ExistingZoning	PropZoning	BLOCK/LOT	ExistingZoning	PropZoning
3558 145	50-X	65-X	3560 013	50-X	65-X
3558 146	50-X	65-X	3560 015	50-X	65-X
3558 146	50-X	65-X	3560 026	40-X	40-X/65-X
3558 147	50-X	65-X	3560 031	50-X	65-X
3558 147	50-X	65-X	3560 032	40-X	40-X/65-X
3558 148	50-X	65-X	3560 033	40-X	40-X/65-X
3558 148	50-X	65-X	3560 034	40-X	40-X/65-X
3558 149	50-X	65-X			
3558 149	50-X	65-X			

Section 4. Amendment of Map 2SU and 7SU of the Zoning Map. The Zoning Map of the City and County of San Francisco, Maps 2SU and 7SU shall designate the following as the Van Ness Market Downtown Residential Special Use District:

Block	**Lot**	**Block**	**Lot**	**Block**	**Lot**
0813	006	0836	001	3512	001
0814	001	0836	002	3514	003
0814	003	0836	003	3514	043
0814	004	0836	004	3514	045
0814	005	0836	005	3514	046
0814	006	0836	006	3514	048
0814	007	0836	007	3514	049
0814	008	0836	008	3514	050
0814	009	0836	009	3514	051
0814	010	0836	010	3514	052
0814	014	0836	011	3514	053
0814	015	0836	012	3514	054
0814	016	0836	013	3514	055
0814	019	3505	010	3514	056
0814	020	3505	012	3514	057
0814	021	3505	013	3514	058
0834	004	3506	001	3514	059

Block	Lot	Block	Lot	Block	Lot
0834	008	3506	003A	3514	060
0834	012	3506	004	3514	061
0834	013	3506	006	3514	062
0834	014	3506	007	3514	063
0834	015	3507	040	3514	064
0834	016	3510	049	3514	065
0834	017	3510	057	3514	066
0834	018	3511	001	3514	067
0834	019	3511	031	3514	068
0834	022	3511	033	3514	069
0834	027	3511	074	3514	070
0835	001	3511	075	3514	071
0835	002	3511	080	3514	072
0835	003	3511	082	3514	073
0835	004	3511	093	3514	074
3514	075	3514	109	3514	143
3514	076	3514	110	3514	144
3514	077	3514	111	3514	145
3514	078	3514	112	3514	146
3514	079	3514	113	3514	147
3514	080	3514	114	3514	148

Block	Lot	Block	Lot	Block	Lot
3514	081	3514	115	3514	149
3514	082	3514	116	3514	150
3514	083	3514	117	3514	151
3514	084	3514	118	3514	152
3514	085	3514	119	3514	153
3514	086	3514	120	3514	154
3514	087	3514	121	3514	155
3514	088	3514	122	3514	156
3514	089	3514	123	3514	157
3514	090	3514	124	3514	158
3514	091	3514	125	3514	159
3514	092	3514	126	3514	160
3514	093	3514	127	3514	161
3514	094	3514	128	3514	162
3514	095	3514	129	3514	163
3514	096	3514	130	3514	164
3514	097	3514	131	3514	165
3514	098	3514	132	3514	166
3514	099	3514	133	3514	167
3514	100	3514	134	3514	168
3514	101	3514	135	3514	169

Block	Lot	Block	Lot	Block	Lot
3514	102	3514	136	3514	170
3514	103	3514	137	3514	171
3514	104	3514	138	3514	172
3514	105	3514	139	3514	173
3514	106	3514	140	3514	174
3514	107	3514	141	3514	175
3514	108	3514	142	3514	176
3514	177	3514	211	3514	245
3514	178	3514	212	3514	246
3514	179	3514	213	3514	247
3514	180	3514	214	3514	248
3514	181	3514	215	3514	249
3514	182	3514	216	3514	250
3514	183	3514	217	3514	251
3514	184	3514	218	3514	252
3514	185	3514	219	3514	253
3514	186	3514	220	3514	254
3514	187	3514	221	3514	255
3514	188	3514	222	3514	256
3514	189	3514	223	3514	257
3514	190	3514	224	3514	258

Block	Lot
3514	191
3514	192
3514	193
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3514	198
3514	199
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3514	260

Section 5. Effective Date. The approval under this Ordinance shall take effect upon the effective date of the amendments to the Planning Code approved under Board of Supervisors Ordinance No. __________, adopted on __________.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: ____________________
Susan Cleveland-Knowles
Deputy City Attorney

The Market and Octavia
Draft Community Improvements
Program Document

San Francisco Planning Department
Citywide Policy Planning

DRAFT
September 18, 2006

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Executive Summary

The Market and Octavia Plan offers strategies for accommodating new housing and commercial development, especially on key opportunity sites. The Plan also identifies community improvements necessary to accommodate projected growth of residential and commercial development in the Plan Area while maintaining and improving community character. This Program Document details the methodology for determining the necessary community improvements, provides rough cost estimates for identified improvements, and identifies potential revenue sources and projects potential revenue. The Program Document also identifies a methodology for establishing a development impact fee, tests the projected revenue sources, identifies a direct connection between the development impact fee, proposed community improvements and new development in the Plan Area and discusses other potential revenue options.

This document serves as a supporting document to the Market and Octavia Area Plan, which will be brought to the Planning Commission for adoption and the Board of Supervisors for approval. The Program Document considers programming for a 20-year period, the amount of time estimated for Plan implementation. While some of the proposed community improvements are described in detail, many projects and programs included in the Program Document are only identified conceptually and will require further planning or design development before they can be implemented.

Summary of Key Findings

Key Community Improvements as identified by the community and staff during the Market & Octavia planning process include:

New Community Parks and Public Open Space
Patricia's Green in Hayes Valley has been established as a new public open space, providing a tranquil park setting for neighborhood residents, businesses and visitors, and establishing a neighborhood focus for the community. The Plan calls for establishing a new open space north of Valencia Street, by utilizing the McCoppin Street right-of-way and potentially incorporating an adjacent privately-owned parcel. The Plan calls for a new park to be established at Brady Street, by converting existing surface parking lots and portions of public rights-of-way into a new public park to establish a neighborhood oasis.

Streetscape Improvements
The Plan calls for establishing "living streets and alleys" in residential areas. Improvements would include installing traffic-calming features to slow vehicular speeds and improve pedestrian safety. Narrowing traffic lanes and concentrating parking can increase neighborhood use and enjoyment by providing space for unified street tree plantings and vegetation, seating and play areas, bicycle lane improvements and other public benefits.

Pedestrian Improvements
The Plan calls for variety of pedestrian improvements to more equitably allocate street space to all users. The Plan includes reclaiming portions of traffic lanes for pedestrian use where there is excess vehicular capacity to establish wider sidewalks, mid-block and corner bulb-

outs. These areas can be developed with plaza improvements. Corner bulbs also make streets safer by reducing the distance that pedestrians have to travel to cross an intersection.

Community Services and Facilities

The Plan calls for providing funds to improve library services and incorporating public art in the design of streets and other public improvements. Plan Implementation also calls for funding for childcare facilities and recreational facilities to achieve appropriate levels of service.

Projected Costs of community improvements:

The Plan estimates the cost to provide the community improvements at approximately $254 Million. Of the total, approximately $44 Million of the funds have already been expended, primarily for Octavia Boulevard improvements and Patricia's Green in Hayes Valley. Approximately $210 million is required to fund the rest of the Community Improvements Program. Funding still needed for the Community Improvements contained in the Plan include:

Open Space Improvements:	$64,840,000
Transportation & Parking Studies,	$43,430,000
Street & Sidewalk Projects, Pedestrian Improvements:	$23,290,000
Transit Improvements	$81,050,000
Bicycle Network Improvements	$ 860,000

Other Community Facilities (Capital Costs), including:	$32,920,000

- Childcare Facilities
- Library Materials
- Recreational Facilities
- Streetcar Museum

Surveys, Plan Monitoring, Administration, including:	$ 7,500,000

- Historic Resources Survey
- Plan Area Monitoring
- Capital Improvements Program Administration

Plan Implementation Framework: General Plan, Planning Code and Capital Improvement Program

The Program Document calls for the Market and Octavia Plan improvements to be implemented through a number of mechanisms. They include **General Plan Policies**: amending General Plan objectives and policies, including those contained in the Market and Octavia Area Plan and other elements of the General Plan; **Planning Code Controls**: Adoption of amendments to the Planning Code and the Zoning Map, to proscribe permitted land uses, building heights, design standards and other planning controls throughout the Plan Area; and a **Capital Improvement Program**: establishing a capital improvements program, including identifying strategies to fund capital improvements called for in the Plan, including the capital and soft costs to provide infrastructure and community improvements.

The funding strategies include identifying and utilizing Federal, State and Local funds that may be available, as well as instituting a Development Impact Fee.

Potential Revenue Sources

The Program Document identifies a number of potential revenue sources to fund community improvements. They include:

- Use of Public agency grants (Federal and State Funding as well as General Fund monies;
- Establishing Community benefit districts, parking benefit districts and other assessment districts and utilizing the funds generated to mitigate development impact;
- Establishing parking and/or curb cut impact fees to mitigate specific impacts generated by the components of a project;
- Sale of Development Credits; and
- Establishing a Development Impact Fee to mitigate the impacts generated by development and utilize the revenue to fund the necessary community improvements.

In order to fund the community improvements identified in the Plan, the Program document proposes to establish a **Development Impact Fee**, requiring the growth that generates the demand for additional infrastructure and services to provide some of the revenue required to fund the improvements. The Programs Document proposes a development impact fee on new residential and commercial development in the Plan Area. The fee proposed to be established is $10.00 per square foot of Residential Development, and $4.00 per square foot of Commercial Development. The proposed development impact fee is based on a study that established the nexus between new development permitted by the Plan and the demand for community infrastructure generated by the development. The fee includes consideration of the costs to provide improvements to the following types of public infrastructure and community improvements:

- ☐ Open Space
- ☐ Pedestrian Amenities
- ☐ Vehicle Amenities
- ☐ Increased Transit Amenities
- ☐ Bicycle Amenities
- ☐ Childcare Facilities
- ☐ Recreational Facilities

Introduction

> "Envision an urban neighborhood that provides for a mix of people of various ages, incomes, and lifestyles—a place where everyday needs can be met within a short walk on a system of public streets that are easy and safe to get around on foot, on bicycle, and by public transporttation. Imagine a place intimately connected to the city as a whole where owning a car is a choice, not a necessity, and streets are attractive and inviting public spaces. Imagine a neighborhood repaired and rejuvenated by building on the strengths of its long-standing character, yet inherently dynamic, creative, and evolving."
>
> ~2002 Draft Market & Octavia Neighborhood Plan

In order to ensure that the founding vision of the Market & Octavia Plan is realized a comprehensive implementation program must be articulated. The Plan sets the policy framework for ensuring that changes to the built environment, whether public or private, aid in repairing the fabric of the neighborhood and enhance its qualities as an urban place. Ultimately, the Plan is a set of objectives and policies that represent a shared vision for the future of the area. As such, it sets out a clear roadmap for both the public and private actions necessary to realize the vision put forward by the plan. Ultimately, this vision will be realized insofar as there are means to carry it out and a public will to see that these means are put to use.

The means to realize this vision are detailed by the complete "Program Document". The Program Document establishes that the Market and Octavia Plan improvements will be implemented through a number of mechanisms. They include General Plan Policies: amending General Plan objectives and policies, including those contained in the Market and Octavia Area Plan and other elements of the General Plan; Planning Code Controls: Adoption of amendments to the Planning Code and the Zoning Map, to proscribe permitted land uses, building heights, design standards and other planning controls throughout the Plan Area; and a Capital Improvement Program: establishing a capital improvements program, including identifying strategies to fund capital improvements called for in the Plan, including the capital and soft costs to provide infrastructure and community improvements.

This part of the Program Document specifies how to achieve the necessary Community Improvements discussed in the Plan. This document, "The Market and Octavia Community Improvements Program Document" begins by establishing the need for new infrastructure through two methods 1) Plan Based Need and 2) Standards Based Need. The document then calculates the costs of meeting these needs and sets the implementation framework to satisfy the needs through policy, through capital resources, and through identification of appropriate processes for delivery of facilities and services. Next, this document identifies appropriate resources including 1) a new development impact fee, 2) other fees from new development, 3) public and community funding resources, and 4) funds for maintenance of new facilities. Lastly, this document discusses how the program will be administered, including coordination with City Departments, project prioritization, establishment of a Citizens Advisory Committee, and accountability through monitoring and reporting.

Community Needs Assessment

A community relies on a myriad of services and facilities to be successful. Infrastructure needs are based on projected housing, job, and commercial development projection. The Market and Octavia planning process considered a full range of needs including: housing, neighborhood-serving businesses, open space, recreational facilities, transportation services and facilities, pedestrian amenities, bicycle facilities, child care services, and air quality and other environmental factors.

The Planning Department relied on a combination of two methodologies to determine the need for community facilities and improvements. The first method, for determining community needs relies on community facilities standards to predict needs for community improvements. These standards represent the facilities needed to implement the City's long-range policy objectives for the delivery of municipal services. In general, the need for services is based on demand generated by population growth, less the existing supply of facilities and resources.

The second method for determining community needs identifies needs through the 6-year community planning process. This deliberative process allowed the community and related city agencies to provide qualitative input on the existing and future needs. A consultant team consisting of economic analysts, urban design specialists, and transportation planners assisted staff and the public in identifying neighborhood deficiencies and opportunities. The planning process resulted in a call for open space, pedestrian, transit, and streetscape improvements. In some cases this community process produced very specific visions for a particular community improvement, while in other cases a more generic call for improvements is made. The result of this process has been recorded in the document, "The draft Market and Octavia Neighborhood Plan" and its associated revisions published in 2004 and 2006.

Standards Based Need Projections

For some identified needs, a standards based analysis is sufficient. This method was used primarily for services that are based on a service rate per resident. The Planning Department, related agencies, and community members determined that these service standards expressed accurate measures of community needs.

The demand for childcare facilities, library services, and recreational facilities is calculated based on demand per resident. Demand for public education, public utilities, and affordable housing has been established through efforts led by other City agencies. The Market and Octavia planning process determined that for these topics, citywide standards are a reasonable predictor for needs in the Plan Area.

Childcare

To project the demand for childcare facilities, the Planning Department coordinated with the Department of Children, Youth and their Families (DCYF) and an ongoing effort to impose a child care impact fee citywide. The need projections assume a demand rate consistent with current demand rate trends except for pre-school age children. The demand rate for pre-school children was increased in order to meet the Mayor's established policy objectives regarding the provision of pre-school opportunities.

Table 1 shows the existing need for childcare in the Plan Area. Based on citywide trends regarding labor force participation and licensed childcare facility rates the existing population requires 1,286 licensed childcare facilities. Subtracting the existing 565 spaces, we find a latent demand for 721 spaces. Using this same model Table 2 (page 8) finds that the projected growth in the Plan Area (9875 new residents) will generate a demand for 435 more childcare facilities. Table 3 (page 8) summarizes these findings.

Table 1 Existing Demand for Child Care Spaces for Market and Octavia Residents[1]

Market Octavia Area Plan	Notes & Assumptions	Birth to 24 months or Infant	2 to 5 or Preschool	6 to 13 School Age	Total, 0 to 13 Years
EXISTING DEMAND					
Total Population	26,650				
Children as Percent of Population	(1)	2.3%	4.1%	6.1%	12.5%
Estimated Total Children		613	1,093	1,626	3,331
Avg. Labor Force Participation Rates	(2)	57.6%	na	63.3%	
Children With Working Parents		353	na	1,028	
% Children Needing Licensed Care	(3)	37%	70%	38%	52%
Children Needing Licensed Care		131	765	391	1,286
Total Demand for Child Care Spaces		**131**	**765**	**391**	**1,286**
% Distribution of Total Demand for Spaces by Age Group		10%	59%	30%	100%
% of Total Children Needing Licensed Care		21%	70%	24%	39%
EXISTING SUPPLY					
Current Child Care Spaces		**41**	**445**	**79**	**565**
Percent Distribution		7%	79%	14%	100%
EXISTING SURPLUS/(SHORTAGE)		**(90)**	**(320)**	**(312)**	**(721)**
Percent Distribution		12%	44%	43%	100%
Percentage of Demand Met by Existing Facilities/Spaces		31%	58%	20%	44%

(1) Based on estimated number of children by age categories for San Francisco from CA Dept. of Finance P-3 Report.

(2) Labor force participation rates are from the 2000 Census and include children with two working parents or single working parents. Rates vary by age, under 6

(3) Not all children with working parents are assumed to need licensed care: the assumptions - % - under each age category are used. The remaining children are for by family members, nannies, friends, and unlicensed care. Percentages are based on a detailed review of 12 other child care studies, including impact fee Demand for preschool is based on the Preschool for All approach which assumes 70% of all preschool age children need licensed care per Dept. of Human Services and DCYF policy direction as of August 2006.

(4) Data on child care supply provided by DCYFS, 2006.

Sources: City of San Francisco, Department of Children, Youth and Their Families; 2000 Census; Brion & Associates.

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[1] Both Table 1 and Table 2 were generated by Brion & Associates consulting.

Table 2 Projected Demand for Child Care Spaces for New Market and Octavia Residents

	Child Care Demand as of 2006 to 2025				
Market Octavia Area Plan	**Notes & Assumptions**	**Birth to 24 months or Infant**	**2 to 5 or Preschool**	**6 to 13 School Age**	**Total, 0 to 13 Years**
NEW DEMAND					
Net New Population	9,875				
Children as Percent of Population	(1)	1.6%	3.3%	7.2%	12.1%
Estimated Total Children		153	330	712	1,195
Avg. Labor Force Participation Rates	(2)	57.6%	na	63.3%	
Children With Working Parents		88	na	450	
% Children Needing Licensed Care	(3)	37%	70%	38%	50%
Children Needing Licensed Care		33	231	171	435
Total New Demand for Child Care Spaces		**33**	**231**	**171**	**435**
% Distribution of Total Demand for Spaces by Age Group		8%	53%	39%	100%
% of Total Children Needing Licensed Care		21%	70%	24%	36%
Existing Surplus or Shortfall		(90)	(320)	(312)	(721)
Total Need at Buildout of Plan		122	551	483	1,156

(1) Based on estimated number of children by age categories for San Francisco from CA Dept. of Finance P-3 Report; and averages for 2010 to 2025.

(2) Labor force participation rates are from the 2000 Census and include children with two working parents or single working parents. Rates vary by age, under 6

(3) Not all children with working parents are assumed to need licensed care: the assumptions - % - under each age category are used. The remaining children are for by family members, nannies, friends, and unlicensed care. Percentages are based on a detailed review of 12 other child care studies, including impact fee Demand for preschool is based on the Preschool for All approach which assumes 70% of all preschool age children need licensed care per Dept. of Human Services and DCYF policy direction as of August 2006.

(4) Data on child care supply provided by DCYFS, 2006.

Sources: City of San Francisco, Department of Children, Youth and Their Families; 2000 Census; Brion & Associates.

Table 3 Need for Childcare Facilities, Current and Future Residents

	Existing Population	Projected Growth	Total Need
Demand for Child Care Spaces	1,286	435	1,721
Existing Supply of Child Care	565		565
Need for Childcare	**721**	**435**	**1,156**

This analysis projects the minimum need for child care facilities per household. Should the citywide analysis find a greater demand rate, those findings shall supersede this estimate.

Library Services

To determine the community's needs for library services, the Planning Department consulted with the San Francisco Public Library (SFPL). While the SFPL found no need for a new library branch for the Market and Octavia neighborhood area, the SFPL estimates that materials necessary to establish services to new residents cost sixty-nine dollars per new resident. This same standard was applied to new services in the Rincon Hill Plan Area and Visitation Valley.

Table 4. Library Material Costs for New Residents

Public Library Service Costs	
New Materials per Resident	$69
Source: San Francisco Public Library.	

Recreational Facilities

To determine the community demand for recreational facilities, the Planning Department used the standard previously applied in San Francisco for Rincon Hill Development Impact Fee. The City of Vancouver uses 2.29 square feet of recreational facilities per resident as an appropriate standard for new urban communities. Further research may indicate that a greater ratio of recreational facilities is appropriate for smaller housing units or units in transit-oriented neighborhoods.

Table 5. Needs Assessment for Recreational Facilities

	Population	Demand Rate	Total Demand
New Residents	9,875	2.29 sf/person	22,614 sf
Existing Residents	26,605	2.29 sf/person	60,925* sf

*Total need for existing population must be reduced by existing supply

Plan Based Need Determinations

The Market and Octavia planning process surveyed community needs for open space, pedestrian amenities, transportation amenities, bicycle facilities, vehicle facilities, affordable housing, and protection of historic resources. The needs findings incorporate comments from community members, analysis from professional consultants, and coordination with other city agencies. The Planning Department drafted the Neighborhood Plan, which included plans for the community improvements necessary to support future development, maintain existing neighborhood character, and address existing community infrastructure deficits. Since the publication of the Neighborhood Plan in 2002, the Planning Department has continued its analysis of community needs both through refinements to the Neighborhood Plan and through work related to the Environmental Impact Report.

The plan-based analysis used existing standards, when applicable as a platform to initiate further analysis. The Plan based needs analysis resulted in a call for responsive land use controls and policies and a complete program of community infrastructure improvements. Refer to the 2002 draft Neighborhood Plan and the revisions for a full discussion of the findings.

The remainder of this document focuses on strategies to fund and implement the community improvements found necessary to support both the existing and future community members. A listing of identified community improvements can be found in Table 6 and Appendix C.

Estimating Cost of Community Improvements

The previous section discussed the process of identifying community improvements. This section will discuss the capital costs associated with those improvements. The Planning Department developed cost estimates for the full range of planned community improvements, related studies, and programming. Planned projects vary in type and degree of specificity. For example conceptual site plans have been prepared for some open space projects, some transit improvements require further studies, while childcare and recreational facilities have not been programmed beyond meeting a stated service level. See Appendix C for a detailed description of projects included in the Market and Octavia Community Improvements program.

The Department projected cost estimates for all manner of improvements, while recognizing that many are still in the conceptual phase. The Department anticipates revisions to these estimates as projects advance through design, environmental review, and engineering. However these cost projections serve as a reasonable proxy for actual costs of essential community infrastructure in the Plan Area.

Table 6 and Appendix C provide a summary of projected costs for community improvements. The first column of this table *Projected Costs* refers to the approximate cost of the improvement. The second column *Funding Needs* refers to the projected costs less any dedicated or previously expended revenue. For example Octavia Boulevard and Patricia's Green in Hayes Valley have been built resulting in a funding needs of zero. For a detailed accounting of projected costs for planned improvements see Appendix C. Relevant City Departments are also listed.

Table 6. Planned Community Improvements, Summary of Projected Costs and Funding Needs

Projected Costs for Market and Octavia Community Improvements		
	Projected Costs	**Funding Needs**
Open Space		
"Living Street" Improvements for select Alleys	$32,760,000	$32,760,000
Street Tree Plantings for Key Streets	$21,050,000	$21,050,000
Brady Park - New Open Space SoMa West	$2,470,000	$2,470,000
McCoppin Plaza - New Open Space	$900,000	$900,000
McCoppin Plaza Extension - New Open Space	$1,220,000	$1,220,000
McCoppin Street Greening	$1,350,000	$1,350,000
Hayes Green - Recently Built	$1,500,000	$0
Under Freeway Park - Near Valencia Street	$3,340,000	$3,340,000
Patricia's Green in Hayes Valley	$250,000	$250,000
Moving People and Goods		
Octavia Boulevard - Recently Built	$42,000,000	$0
Immediate Freeway Mitigation	$660,000	$660,000
Study Further Central Freeway Removal	$200,000	$200,000
Hayes Street Traffic Study	$200,000	$200,000
Improve Safety of City Parking Garages	$70,000	$70,000
Parking Supply Survey and Program Recommendation	$300,000	$300,000
Pedestrian Improvements for Priority Intersections	$14,810,000	$14,810,000
Extend Octavia ROW to Golden Gate Avenue	$1,630,000	$1,630,000
Church Street and Van Ness Avenue Muni Metro Entra	$2,140,000	$2,140,0[illegible]
Widen Hayes Street Sidewalk	$2,330,000	$2,330,000
Dolores Street Median Extension	$180,000	$180,000
Re-establishment of Vacated Alleyways	$2,200,000	$2,200,000
Van Ness Bus Rapid Transit Project	$58,340,000	$58,340,000
Transit Preferential Street Improvements	$8,290,000	$8,290,000
Dedicated Transit Lanes	$4,990,000	$4,990,000
Church Street Improvements	$4,510,000	$4,510,000
Transit Pass Program, as parking mitigation	$4,920,000	$4,920,000
Bicycle Network Improvements	$170,000	$170,000
Muni Bike Racks	$40,000	$40,000
On-Street Bike Racks	$20,000	$20,000
Page St Bicycle Boulevard	$630,000	$630,000
Childcare Facilities		
Existing Needs (deficit)	$10,710,000	$10,710,000
Future Needs	$6,460,000	$6,460,000
Library Materials	$690,000	$690,000
Recreational Facilities	$11,310,000	$11,310,000
Duboce Streetcar Museum	$3,750,000	$3,750,000
Historic Resource Survey	$260,000	$0
Plan Area Monitoring	$200,000	$200,000
Capital Improvements Program Administration	$7,040,000	$7,040,000

Capital Costs

Most of the physical improvement projects, including tree plantings, bulb-outs, sidewalk improvements, and alleyway improvements were estimated from a line item budget. In some instances, such as priority street tree plantings and living streets the Planning Department created a generic cost estimate per linear foot based on a line item budget for a sample block. Relevant cost estimates were reviewed by the Landscape Architecture Division of the Department of Public Works, the Streets and Paving division of the Department of Public Works, and the coordinated with staff at the Municipal Transportation Agency. The Department of Children and Family Services furnished cost estimates for childcare facilities. The San Francisco Public Library provided estimates for library services.

Soft Costs

Cost estimates include design, project management, and a contingency for all projects requiring construction. Soft costs generally account for 40 percent of total construction costs: 20 percent for contingency and 15 to 20 percent of capital costs for design and construction management. A multi-agency statewide survey of capital improvements projects found that project delivery costs, which includes design and construction management averaged 34.4 percent statewide.[2] The Planning Department estimates soft costs account for 40 percent of total construction costs because these projects are largely in the conceptual phase and generally smaller which means project delivery costs are a greater percentage of total project costs.[3] Also, local trends predict slightly higher soft costs. Staff from the San Francisco's Departments of Public Works felt that 40 percent would be more accurate for projects at this stage of design.[4] Allowing for a slightly higher than statewide average for soft costs may result in an overall reduction in project costs by reducing need for change orders.[5]

Additional Soft Costs: Environmental Review

The soft cost projections do not account for environmental review. The Planning Department has not determined a satisfactory way to project environmental review costs. However review costs, particularly for larger projects, could increase project costs substantially. Further work will be done by the Planning Department to estimate environmental review costs. The Planning Department should also consider opportunities to include community improvements as mitigation measures for private development projects in the Plan Area and thereby fund the associated environmental review.

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[2] California Multi-Agency CIP Benchmarking Study: Annual Report – Update 2005., September 2005. http://eng.lacity.org/techdocs/cabm/CABM_Update_2005.pdf

[3] California Multi-Agency CIP Benchmarking Study: Annual Report – Update 2005., September 2005. http://eng.lacity.org/techdocs/cabm/CABM_Update_2005.pdf

[4] Conversations with Sherman Hom, Landscape Division and Eric Kjeslberg, Streets and Paving.

[5] Williamson, Bob. California Multi-Agency Benchmarking Study. APWA Report, April 2005.2

Plan Implementation Framework: Responding to Identified Needs

The Market and Octavia Plan's implementation framework ensures that the Plan responds to the community's needs identified in the previous section. The Plan responds to a spectrum of community needs through the establishment of directive policies and the delivery of facilities and services, i.e. community improvements. The implementation framework considers the most effective and appropriate tool for responding to a variety of needs. For instance directive zoning controls are an appropriate venue to respond to identified needs for neighborhood-serving retail, while improvement of public rights of ways can be addressed both through directive policies, such as the Transit First Policy, and through the provision of community improvements such as traffic calming projects.

Policy Response to Goals and Objectives

While this document focuses primarily on the delivery of new infrastructure, the bulk of the Plan's implementation is achieved through policy-based responses to community needs, especially through planning code changes. All of the policy responses are implemented through changes to the Planning Code or General Plan policies. Table 7 catalogues the policy-based responses or "Non-Capital Implementation Actions" that respond to identify community needs.

Table 7. Policy Responses to Identified Community Needs that do not require capital

	Implementation Action (Non-Capital)
Moving People and Goods	
Public Transit	• Curb cut restrictions on transit preferential streets • Eliminate parking requirements
Pedestrian	• Curb cut restrictions • Fundamental Design Principles and policies • Required retail • Screen parking from the street
Bicycle	• Curb cut restrictions
Vehicles	• Curb cut restrictions
Open Space	• Existing rear yard requirements
Childcare	• Zoning requirement – especially for affordable housing
Libraries	
Recreational Facilities	
Public Art	• Encourage the inclusion of public art in new street projects • Public construction requires 2% for public art

	Implementation Action **(Non-Capital)**
Neighborhood Serving Business	• Permitted use in RTO, NCT, and DTR. • Required Retail zones. • Monitor key neighborhood serving businesses annually • Can receive a CU for use size if a need is identified.
Economic/ Employment	• Monitor key indicators • Tie workforce development programs to office development
Environment	• Supporting efficient modes of transportation, including transit, bike, pedestrian, and carshare. • Greening streets and alleys. • Encourage green building development.
Affordable Housing	• Impact fee waiver for affordable units below 50% AMI and tied to federal, state, or local subsidies (does not include inclusionary units) • Monitor evictions • Increased densities, development potential • Separate parking costs from housing costs, remove parking requirements • Encourage accessory units • Simplify/expedite approval process • Discourage dwelling unit mergers • TOD development, which reduces transportation costs
Historic Resources	• Protect historic resources • Prevent degradation of potential historic resources in plan area that have not been surveyed until the survey is complete • Plan will generate demand for approximately 1 million square feet of TDR credits from historic building in the C-3-G district. Sale of TDR credits will provide revenue to owners of historic buildings that will help fund maintenance of these buildings.

In addition to the Market and Octavia specific Non-Capital Implementation Actions listed above, many existing city policies respond to identified needs of the Plan Area. The existing policies are not listed in Table 7 but are key to Plan implementation. For instance, the existing Transit First Policy is not listed but is a substantial implementation component of the Plan.

Funding Strategy for Community Improvements and Programming

With the above policy-based, non-capital responses in mind, it is important to consider how to fund the capital projects. Proposed community improvements respond to both unmet existing needs and future needs, and in some cases the proposed programming would raise the service standards in the Plan Area. Existing and new residents will share in the benefit of most of the planned improvements. For the purposes of funding proposed improvements, the Planning Department has determined which portion of new facilities is required to support existing and new service populations.

Infrastructure that serves new residents can be funded through development impact fees, while infrastructure that services existing residents should be funded through public and community revenue sources.

The following section projects the revenue from a variety of potential funding sources. An assessment of potential revenue sources considers what generates the demand for new community improvements, which groups would benefit from planned community improvements, and the revenue potential from each potential revenue source.

Community Improvements Funding Resources

The following sections review a number of potential revenue sources to fund proposed community improvements listed in Table 6, with a focus on the Market and Octavia Community Improvements Impact Fee. It includes revenue projections for sources thought to be particularly relevant to the Market and Octavia plan area. In other cases potential revenue sources are discussed more broadly.

First there is a detailed discussion of the Market and Octavia Community Improvements impact fee, which will be implemented by section 326 of the Planning Code. This section establishes a nexus between the fee rate and planned improvements, discusses how the fee was determined, and discusses some policy dimensions of the fee.

The second section reviews other revenue opportunities related to new development. It includes discussion about the proposed density bonus program, followed by a review of existing fees on new development, and finally, there is an overview of additional fees that should be pursued after adoption of the Plan.

The third section provides an overview of public funding resources that are dedicated to the Plan Area, available through a competitive grant process and public revenue opportunities that should be pursued after adoption of the Plan.

The fourth section discusses possible opportunities for maintenance funds for new community improvements.

The final section summarizes the potential revenue sources and discusses potential revenue relative to the costs of proposed improvements.

Market and Octavia Community Improvements Impact Fee

Growth creates demand for additional infrastructure. In order to fund the necessary infrastructure to support new development in the Market and Octavia plan area, the Planning Department proposes a development impact fee on new residential and commercial development in the Plan Area (see Appendix A for plan area boundaries).

Development impact fees are an effective approach to mitigate new development and associate the costs of new development with new residents, and workers. Since the passage of Proposition 13 and other measures limiting local agencies' general revenue sources, local agencies have increasingly required development projects to bear their own costs within the community. The notion is that development should pay its full share of the additional burden development places on public services and facilities.[6]

San Francisco, and the Market and Octavia plan area in particular, exhibit the characteristics of communities where impact fees work as an efficient solution for financing infrastructure needed to support new development. There are four common characteristics of communities that choose to implement an impact fee: (1.) a large population base; (2.) the community is experiencing moderate to rapid growth. When a city is growing and its residents wish to maintain a constant level of public services, both infrastructure and current services must increase over time; (3.) the community already faces high property taxes; and 4. There are large capital investment needs.[7]

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[6] Exactions: Dedications and Fees Developers Paying Their Own Way; Institute for Local Self Government – California Community Land Use Project.

The Market and Octavia community members have showed continued support for a neighborhood based community improvements impact fee to cover infrastructure for new development. Many municipalities have determined that area based rather than citywide impact fees create a more accurate relationship between costs of new infrastructure and benefits to new development.[8]

Establishment of a development impact fee has long been part of the Market and Octavia planning vision. The Neighborhood Plan recommended a development impact fee to recover the impacts of new residential development to fund transit, pedestrian, and bicycle improvements (Policy 5.1.3), the impacts of off-street parking (Policy 5.4.4), and the impacts of curb cuts (Policy 5.4.3).

Establishing a Nexus

The authority to levy an impact fee on new development is grounded in the City's right to assert police power, and would be accomplished in accordance with California Assembly Bill 1600 (AB1600). AB 1600, local government in California has had the right to require developers to fund public infrastructure necessary to mitigate the impact of their development.

This section establishes a nexus between the proposed community infrastructure and new development. Although the Market and Octavia Community Improvements fee would be collected as one fee, this section establishes a nexus between new development and following types of infrastructure:

- ☐ Open Space
- ☐ Pedestrian Amenities
- ☐ Vehicle Amenities
- ☐ Increased Transit Amenities
- ☐ Bicycle Amenities
- ☐ Childcare Facilities
- ☐ Recreational Facilities
- ☐ Program Implementation and Administration

Projected Growth and Development

Increased development potential in the Market and Octavia plan area is anticipated to generate nearly 5,960 new housing units in the Plan Area and just under 10,000 new residents. New commercial establishments are projected to produce approximately 4,290 new jobs in the Plan Area. Table 8 shows both existing and growth projections for Market and Octavia plan area. These projections were produced by the Planning Department's Land Use Allocation tool; the projections consider proposed new development, development potential under proposed Market and Octavia zoning, and proximity to transit facilities.

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[7] Frank, James E., and Paul B. Downing, 1988. Patterns of Impact Fee Use. In Development Impact Fees: Policy Rationale, Practice, Theory, and Issues, edited by Arthur C. Nelson. Chicago: Planners Press, American planning Association, 3- 21.

[8] See Phoenix, Arizona; Vancouver, BC; Woodland, CA;

as shown in Table 9, the Market and Octavia area currently has a residential population of 26,650 and approximately 25,370 people work in the area. Over time, as the Market and Octavia Plan is implemented, the residential population is expected to grow by 9,875 to 36,525. Employment would increase from the current 25,370 to 29,660, an increase of 4,290 jobs.

Table 8. Population and Employment, Existing and Growth.

Population		
	Number	**Percent of Total**
Existing	26,650	0.73
Growth	9,875	0.27
2025 with Plan, Total	**36,525**	**1.00**
Employment		
Existing	25,370	0.86
Growth	4,290	0.14
2025 with Plan, Total	**29,660**	**1.00**

Impacts of New Development

The impacts of new development on a municipality's infrastructure are well documented. Residential growth creates demands for every element of urban infrastructure including water and sewer services, public school services, child-care services, transportation infrastructure including pedestrian, bicycle, vehicular, and transportation facilities, open space, recreational facilities, library services, and safety services such as police, emergency health care, and fire services. AB1600 requires that both the nature and amount of the proposed fee relate to each type of new development. Numerous existing nexus studies have demonstrated that both commercial and residential development generate demands on community infrastructure. See Appendix D for a listing of key studies demonstrating a demand for infrastructure related to new development.

As the community needs assessment section above discusses, the Market and Octavia Plan implements a plan based analysis of proposed community improvements. This section will determine which portion of that 'basket' of proposed community improvements requiring capital resources has a clear nexus with new residential and commercial development. See Table 6 for a summary of proposed community improvements and associated costs.

Proportion of Community Improvements Related to New Development

There are at least two accepted methodologies for establishing a nexus between new development and community infrastructure demands. The first method is the standards-based method, where a standard predicts demand such as each new household creates a demand for X portion of public education facilities, and therefore should provide funding for X portion of new facilities. This methodology is useful for infrastructure types where a correlation to facility demands can be made through the use of a standard based on service population. The Market and Octavia Community Improvements Fee accounts for new residential development's fair share of childcare, recreational facilities, and library standards using the service delivery standards discussed above. The Market and Octavia Community Improvements Fee will only finance those community improvements directly associated with new development.

In a suburban context, which establishes many of the precedents for impact fees, service standards are adequate to correlate most types of infrastructure demands to new growth. In this context, the developer often starts with a blank slate, or more accurately an open field, and then is asked to contribute for municipal facilities necessary to convert the open field to a working part of the municipality. When starting with an open field the length of new roads, sewer lines and parks needed is very clearly linked to new development.

In the context of an urban community, population-based standards are limited in their applicability. Specifically they are not able to address the conflicts of limited spatial resources and fluctuations in service demands resulting from the density of development patterns. Density also complicates demand factors in urban areas; in fact in the suburban context higher densities result in lower demand rates, where in the urban context higher densities create needs for additional types of infrastructure. For example high-density development in the suburban context often means that less road and sewer need to be laid per household, in the urban context it means there is a heightened need for a more sophisticated type of transit services, open space, and recreational facilities.

Because of these complications associated with applying standards to the dense urban context, most of the community improvements in the Market and Octavia plan area were identified through the plan-based model. This model is an established method for determining the nexus between new growth and community improvements. It is a derivative model, which relates a proportion of the needed infrastructure identified through the planning process to each member of a service population. In this manner, the service rate, or demand rate, is derived for the determined set of improvements.

The following text and diagrams will explain how this method was applied in this case also refer to Appendix E for a line item analysis. We start with the determined set of community improvements for the Market and Octavia plan area (Table 6). For the purposes of this discussion let's refer to the Market and Octavia "basket" of goods.[9]

MARKET
&
OCTAVIA

Both residents and employees make demands for community improvements. However, their demand rates vary. The Planning Department calculated a separate demand rate for commercial uses and residential uses. In California, when site-specific data is not available, it is common practice to determine demand rates by employee or resident based on hours served. If residents place demands on community infrastructure for 168 hours and workers for 40 hours, then their relative use rates are 1.00 for residential and .24 for commercial. That is to say that workers place roughly one quarter of the demand on community facilities that residents place. When the demand rate is applied to the basket of goods it splits the goods into two categories – those needed for commercial use and those for residential use, as pictured to the left.

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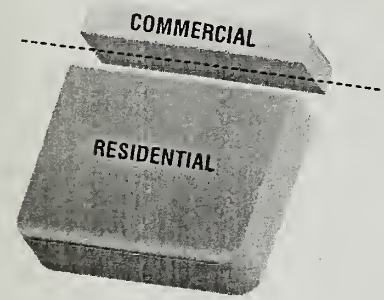
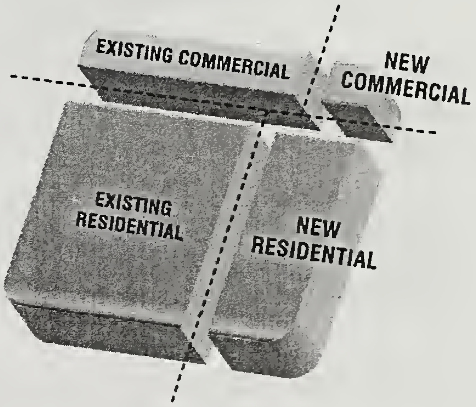
[9] Note some improvements listed in this table were not considered valid for the impact fee, see Appendix E



Appendix E shows the calculated demand rates for commercial and residential facilities. A 'zero' for a line item indicates that the service population is not considered to demand that community improvement. For example, the demand rate for childcare, library and recreational facilities are all 'zero' for commercial uses. The residential value and commercial value columns show the costs valid for impact fees divided by the demand ratio.

Impact fees that cover a larger geography often discount demand rates to avoid double counting an individual as both an employee and a resident. The scale of the Market and Octavia area reduces the likelihood of double counting. Since an insignificant number of individuals are both residents and employees of the Plan Area, this reduction is not applied to the demand rates.

It is possible to do further work to determine variations in use rates by type of commercial establishment (office, retail, institutional, light industrial) by using average trip generation rates per 1,000 sf of space as a proxy for use rates. Should this level of analysis be pursued staff could recommend a multi-tiered fee structure, or chose a fee rate that represented the lowest common factor, as was done with the San Francisco Transit Impact Fee.



Once the basket is divided by commercial and residential service populations, the Planning Department determined which portion of community improvements benefit new community members which portion services the existing population. The Planning Department assumed that in most cases the existing and new population would benefit proportionally from planned improvements. Community improvements, such as pedestrian amenities and streetscape improvements were divided proportionately between new residents and existing residents. New residents will comprise 27 percent of the total residential population. New employees will comprise 14 percent of area employees (See Table 8). We use these ratios to divide the commercial and residential baskets.

The Planning Department adjusted the proportion attributable to new development for some specific community improvements. So far the basket of new improvements is divided proportionally between existing and new residential and commercial uses. However this analysis only considers new improvements. A significant portion of the existing

Table 9. Projected Revenue of Market and Octavia Community Improvements Fee

	Projected Growth	Proposed Fee Rate	Projected Revenue
Residential	5,960,000	$10.00	$59,600,000
Commercial	760,000	$4.00	$8,590,000
Total			**$68,190,000**

Testing the Fee Rate

The Market and Octavia Community Improvements Fee rate seems relatively modest, especially in the context of recent area plan impact fees such as Rincon Hill and Executive Park. The Market and Octavia Impact Fee in concert with other development fees may sound exorbitant to people not familiar with development costs. A survey of development impact fees in California provides a context: in 1999 California home builders paid fees averaging $24,325 for each single family home constructed, with fees ranging from $11,176 to a high of $59,703.[10] In San Francisco residential development is obliged to contribute approximately $2.24 per square foot for schools and participate in the inclusionary housing program. The Public Utilities Commission is also considering a $1,800 fee per unit. Regardless, San Francisco's development impact fees are moderate relative to other California municipalities.

In terms of development costs the Market and Octavia Community Improvements Fee also sounds reasonable. Residential development hard costs average between $550 and $620 per sf depending on construction type. The Market and Octavia Community Improvements Fee, at $10 per square foot, adds less than 2 percent to these costs. The average dwelling unit will contribute $10,000 dollars for community improvements.

No Duplicate Fees

Project sponsors will receive credits for portions of the Market and Octavia Community Improvements Fee covered by existing fees and requirements (see Table 11 for a list of some existing fees). For example parcels subject to the downtown parks fund can be granted a waiver for the portion of the Market and Octavia Community Improvements Fee that correlate to open space needs. Table 10 shows the proportionate contribution of each fee to various infrastructure types. For example, 41.1% of the $10.00 per square foot fee on residential development will be used to fund open space improvements, therefore sponsors can waive up to 41.1% of their contribution for funds that contribute to other open space programs.

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[10] California, Department of Housing and Community Development, Pay to Play: Residential development Fees in California Cities and Counties 1999 103 (August 2001).

Table 10. Proportion of Market and Octavia Community Improvements Fee Associated with Infrastructure Demands.

	Residential	Commercial
Open Space	41.1%	61.5%
Vehicle	0.4%	0.4%
Pedestrian	6.6%	5.9%
Transportation	21.6%	19.3%
Bicycle	0.2%	0.2%
Childcare	8.4%	0.0%
Library Materials	0.9%	0.0%
Recreational Facilities	13.1%	0.0%
Future Studies	0.2%	0.4%
Program Administration	7.4%	12.4%

Planning Code requirements such as street trees or bicycle racks may qualify for a slight fee reduction or waiver when the requirement fulfills improvements specifically programmed in the Market and Octavia Community Improvements Plan.

Impacts on New Development and Land Costs

Development fees will either increase housing prices or reduce land values. Recent work conducted by the Affordable Housing Task Force indicates that landowners can absorb significant contributions to community infrastructure while maintaining a healthy return on their investment. The Planning Department does not anticipate a halt on development as a result of the Market and Octavia Community Improvements Fee structure. More progressive impact fees, such as the city of Davis currently imposes, which require nearly 50% of units to be affordable, have not halted development. It is conceivable that impact fees may cause a lag in land sales as a result of landowners adjusting to the shift in market dynamics.

Other Revenue from New Development

The development impact fee captures the resources needed to provide necessary infrastructure for new development. As discussed above, development impact fees are a standard way to finance basic infrastructure that has a clear nexus to new development. However some, but not all, new development imparts additional levels of impact on a neighborhood. The Planning Department has developed additional mechanisms to mitigate these increased levels of impact. Of these mechanisms only one, the density bonus, will be implemented with the adoption of the Plan. The others, discussed in the following section require further research and development.

Proposed Van Ness and Market Downtown Residential Special Use District – FAR Bonus

Currently development projects in the downtown C-3 districts may obtain an Floor Area Ratio (FAR) of 6:1 by right. These projects may obtain a maximum FAR of 9:1 by participating in the existing historic transfer of development rights program[11] to. In an effort to encourage transit-oriented development the Planning Department structured zoning controls such that projects on some sites in the Van Ness and Market Downtown Residential Special Use District (VNMDR-SUD) could obtain FAR above 9:1 by participating in the FAR bonus program. To encourage the provision of necessary and desirable public infrastructure improvements and also in order to mitigate the impacts of this increased localized density, the Planning Department has established the Van Ness and Market Neighborhood Infrastructure Fund. Developers may provide in-kind public improvements (such as open space or streetscape improvements) or proportional in-lieu contributions to this fund that will allow the city to develop these facilities.

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[11] See Planning Code Section 128

Because the bonus program is optional, revenue projections are based on the Planning Department's estimates of potential demand for density bonuses over the following 20-year period. The Planning Department estimates that no more than 6 potential development sites would benefit from participating in the program, to gain a combined maximum of 1.15 million additional square feet of buildable space. The Planning Department has set the value of the additional FAR at par with the current market value of historic TDR credits, that is $15 per square foot. Given these projections the Van Ness and Market Neighborhood Infrastructure Fund could receive as much as $17 million dollars in direct public infrastructure improvements or in-lieu contributions over the 20-year period.

Existing Fees and Programming

In addition to the proposed Market and Octavia Community Improvements Fee, new development projects may be subject to other existing, proposed, or future fees and programs which may generate revenue for the community improvements included in Table 6. These other new fees include the Citywide Transit Impact Fee, the Downtown Park Fund, the Downtown Art Fund and the Childcare Program. Development proposals subject to some of the fees listed below are eligible for proportionate waivers in the case where payment of both fees would be redundant.

In addition to the existing fee programs, new development in the Market and Octavia plan area will benefit from the purchase of Transfer of Development Rights (TDR), which will allow projects to achieve a Floor Area Ratio (FAR) of 9:1.[12] The Plan could create demand for nearly .95 million square feet of TDR credits, assuming full build out.[13] Based on current market values for TDR credits this could generate over $14 million dollars.[14] The sale of TDR funds the retention of historic buildings that sell their development credits.

Below is a summary table of revenue projections for existing fees. The projections assume full build out of the Market and Octavia Plan Area over a 20-year period.

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[12] See Section 128 of the San Francisco Planning Code.

[13] Note that only projects in the C-3 district are eligible to participate in this program. In terms of the Market and Octavia Plan Area, only projects in the Van Ness and Market Downtown Residential Special Use District are eligible to participate in the existing TDR program. See Section 128 from the Planning Code.

[14] Sale of development credits is a private transaction between two property owners; the value of a TDR credit is negotiated between involved parties.

Table 11. Projection of Revenue from Existing Fees on New Development

Existing Fees - New Development	Projected Growth (s.f.)	Fee Rate	Projected Revenue
Transit Impact Fee	2,148,000	$9	$19,330,000
Downtown Park Fund - Commercial	379,000	$2	$759,000
Artwork in C-3 - Office	180,000	1%	$360,000
Childcare requirement - Office	180,000	$1	$180,000
School Impact Fee*	7,528,000	$2.24	$16,863,000
Proposed PUC Fee*	8,000	$1,600	$12,045,000
Transfer of Development Credits*	961,000	$15	$14,412,000
Total			**$63,948,000**

*These revenue sources do not contribute to MOPB programming but illustrate revenue generated by plan

While much of the revenue generated by existing fees will not contribute directly to the community improvements outlined in this document, these funds are significant to the City's strategic capital and programs planning, and illustrate additional benefits of new development in the Plan Area.

Future Revenue Opportunities—New Development

The Plan suggests numerous potential funding mechanisms that would enable the city to mitigate impacts from specific components of some development projects such as a parking impact fee and a curb cut impact fee.[15] Further studies are required to implement these fees, as there is a need to measure the potential impacts of these specific elements of new development projects on the community infrastructure. This document outlines the next steps for establishing these fees, accounts for the funding of necessary studies, and projects potential revenue from these revenue mechanisms.

Parking Impact Fee

As Policy 5.4.4 of the Market and Octavia Neighborhood Plan states, "the Market and Octavia neighborhood's street system is fast reaching capacity. Because parking generates traffic on streets that have limited capacity, it isn't possible to add parking for some users of the system without encouraging others to choose more space-efficient travel modes. In keeping with the goal of moving more people through the overall transportation system, the costs of encouraging other users to shift to alternatives to driving should be borne by new parking facilities built in the Plan Area."

In keeping with the sentiment of this policy, the Planning Department proposes that a future study be conducted which explores the feasibility of a program that requires projects with higher ratios of parking to provide transit passes for tenants and homeowners. This program could be modeled on similar programs such as those in Santa Clara County and Portland, Oregon.

These programs have proved quite successful. A recent survey found that nearly 80 percent of residents living near the Portland MAX Orenco station stated their transit usage had increased since moving into their new residence.[16] Higher ridership was partly attributable to homebuyers having received annual transit passes when they purchased homes near the Orenco station. Orenco Station's program is not alone, First Community Housing, an affordable housing development group based in San Jose, California issues transit passes to their residents. A recent survey of their residents found that 1037 issued passes 56% of households reported that the transit pass has allowed households to change their transportation habits, and 22% of households were able to reduce the number of automobiles that they owned.[17]

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[15] See Draft Market and Octavia Neighborhood Plan Policies 5.4.3 and Policy 5.4.4.

In order to pursue this program, a study should be conducted which achieves the following objectives: 1) measures the impact of new parking spaces in the Market and Octavia Plan Area, 2) illustrates a nexus between impacts and mitigation, 3) surveys similar programs, 4) recommends an implementation strategy, 5) identifies an implementing/administration agency, and 6) drafts appropriate code and ordinance language. This work should be coordinated with a survey of parking in the Plan Area.

Based on available information and the performance of like programs, the Planning Department projects that the program could generate transit passes for nearly 1500 households for at least a six-year period. This program is valued at nearly $4.5 million dollars. This estimate assumes that program development requires a maximum of two years.

The Planning Department should prioritize the implementation of this program both for the potential revenue generation and for the potential positive impacts on user transportation patterns in the Plan Area.

Curb Cut Impact Fee

Policy 5.4.3 of the Market and Octavia Draft Plan calls for the development of a curb cut impact fee that captures the long-term value of the street area no longer available for public use. In order to develop this fee program further study is necessary to determine the value of the streetscape and the proper administration of the program. The implementation framework includes funding for this study.

Since there are no known comparable programs, the Planning Department projected potential revenue based on the minimum possible calculable value of the public street space, that is the potential revenue at a parking meter for one year. Assuming that a meter operates for 10 hours a day, six days a week and generates $1.50 an hour in revenue – the annual value of the street space is $4700. The Planning Department projects that approximately 100 new curb cuts could be requested in the Plan Area over a 20 year period, making the total revenue potential projection for the curb cut fee $470,000.

Further study should start from this simple calculation and further consider how to calibrate the street space value by actual revenue potential, consider the long term value of the street space at a discounted rate for the current value of a dollar, and consider any benefit to the public from the creation of an off street parking space.

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[16] Cervero, Robert. Transit Oriented Development in America: Contemporary Practices, Impacts, and Policy Directives. September 2004. http://www.smartgrowth.umd.edu/InternationalConference/ConferencePapers/Cervero_AmericanTOD_DateNA.pdf

[17] First Community Housing, Residential Eco Pass Program, flier provided by Michael Santero.

Further study should also consider:

1. An alternative revenue structure that would levy a special assessment on parcels that have curb cuts and limit the use of the street space. This model has the benefit of recapturing for existing as well as future curb cuts; allowing an annual assessment of value; and creating an incentive for homeowners to relinquish unused curb cuts. Unfortunately this model would reduce the annual costs such that it may become a hidden cost of homeownership that would not discourage requests for curb cuts.
2. Pursing a citywide fee structure to protect all of San Francisco's streetscapes and to balance potential revenue with the costs of establishing a program.

Revenue from Public and Community Resources

Public and community funding should fund community improvements that service the existing population, both existing service deficits and a proportionate share of community improvements that increase service standards. Public investment can take the form of an incremental implementation of proposed improvements as scheduled maintenance occurs or major capital projects funded by city, state, or federal sources. City agencies must respond in earnest to established policy directives; it is essential that implementing agencies responsible for community improvements - the San Francisco County Transportation Authority, the Department of Public Works, the Municipal Transportation Agency, the Department of Parks and Recreation, and the Planning Department – integrate the community vision into their strategic planning.

- The Planning Department should work with other implementing agencies to complete proposed improvements through interdepartmental cooperation, General Plan referrals, and coordination with development proposals and city projects.
- Implementing agencies, including DPW, MTA, SFCTA, and BART should incorporate Market and Octavia community improvements into their strategic planning, especially the City's transportation improvements plan, 5-year utility plan, planned curb ramps for ADA purposes, and the streetscape master plan.
- The Planning Department and other implementing agencies should seek grants, such as MTC's "Transportation for Livable Communities" Program. The Planning Department should work with implementing agencies on one or two 'pilot' projects for grant funding.
- The Planning Department, the Board of Supervisors, and other city agencies should prioritize and expedite processing of projects that implement proposed improvements, especially in instances where timesaving could result in cost savings.
- The City should give high priority to projects in the Market & Octavia plan area in recognition and support of the neighborhood's contribution in helping the city meet its fair share housing goals.
- The City should earmark revenue generated from development projects in the Market and Octavia Plan area through the Transit Impact Fee, Child Care, Downtown Park Fee, and other community infrastructure revenue streams to

relevant community improvements outlined in the Market and Octavia Plan and prioritized by the community.

This section provides an overview of dedicated revenue and on-going projects, existing revenue opportunities that are available through the competitive process, and future revenue opportunities.

Dedicated Public Revenue and Ongoing Projects

In some cases public and community revenue has already been dedicated to community improvements in the Plan Area. Below is a list of major community improvements or revenue sources that have been dedicated to or contribute to on-going community improvements in the Plan Area. See Table 12 for a summary of dedicated public funds.

Major Projects

- Patricia's Green in Hayes Valley improvements – funded through a variety of public funds
- Octavia Boulevard improvements – funded through a variety of public funds
- Market Street Bicycle Lane – Prop K grants obtained by MTA
- Van Ness Bus Rapid Transit Project – the San Francisco County Transportation Authority is currently developing a finance strategy for this project

Dedicated Revenue

- Prop K – a portion of these funds are earmarked for traffic calming improvements in the Plan Area.
- Central Freeway Ancillary Projects – A pool of money will be made available upon the sale of the Central Freeway parcels for a variety of community improvements identified by the Central Freeway Citizen's Advisory Committee.
- Castro Community Business District – the majority of funds are allocated by the community board for street cleaning and other related services, a portion may be spent on public art improvements within the Castro CBD boundaries

Since 2000, when the Market and Octavia planning process was initiated, the area has benefited from upwards of $100 million in public investment, including the development of Octavia Boulevard, the new Central Freeway replacement ramp, Patricia's Green in Hayes Valley and related projects. Additionally private individuals and businesses have responded to these public projects by improving their private property and creating new commercial establishments. Community members have further invested in the area by creating a Community Benefits District in the adjacent Castro neighborhood, organizing design competitions, and lobbying for community programming such as a rotating arts program on Patricia's Green in Hayes Valley. At least two community groups have started envisioning and pursuing funding for "living street" improvements in their alleyways.

Table 12. Value of dedicated public funds to date

Dedicated Public Revenue	
Source	Amount
Hayes Green	$1,500,000
Octavia Boulevard	$42,000,000
Market Street Bike Lanes	
Van Ness BRT Project	
Proposition K funds	
Central Freeway Ancillary Projects	$5,750,000
Total	**$49,250,000**

Existing Revenue Opportunities

Numerous existing public and community resources will be leveraged for Market and Octavia Community Improvements. Implementing city agencies and neighborhood groups must make a concerted effort to obtain these funds for projects in the Plan Area. See Table 13 for a list of major grant opportunities.

Table 13. Existing Public and Community Revenue Opportunities

Public Revenue Sources
MTC Livable Communities Grants
Sister City Arts Program
Bay Area Quality Management District Transportation Fund for Clean Air
Department of City Greening
Caltrans Community Based Transportation Planning Grants
Proposition K
Proposition 47
Public utilities Commision, Green Streets Program
Private Revenue Sources
Friends of Urban Forest
Friedel Klussmann Grant (sf beautiful)

Future Revenue Opportunities

The following sections identify potential community revenue and estimate their revenue potential. The revenue estimates are based on a 20-year term, less the projected term necessary to establish the revenue mechanism. Table 14 provides a summary of the total projected revenue by new mechanisms and an estimate of the portion that would contribute directly to the Market and Octavia Community Improvements (MOCI) listed in Table 6.

Table 14. Projected Community Revenue Resources.

Projected Community Revenue Resources		
	Projected Revenue	Estimated Contribution to MOCI
Hayes CBD	$4,500,000	$2,300,000
SoMa CBD	$2,900,000	$1,500,000
Parking Benefits District	$32,900,000	$21,400,000
Residential Parking Permit Reform	$5,100,000	$3,400,000
Total	**$45,200,000**	**$28,300,000**

In addition to these proposed revenue mechanisms the City should pay careful attention to future revenue sources that could support high density transit oriented development, such as the proposed Housing and Infill Infrastructure Zones bill (SB 1754). This bill is currently being considered at the State Senate. The City should follow state and federal legislation that may be relevant.

Community Business Districts

Community Benefits Districts (CBDs), also frequently called Business Improvement Districts (BIDs) have proved a useful tool in the development of community-controlled revenue for community improvements in many cities. Establishment of CBDs in San Francisco requires a minimum of one year. The Mayor's Office of Economic and Workforce Development facilitates the development of these districts and offers grants to fund the development of these districts. Five CBDs have been established in San Franisco.

There are three main commercial corridors in the Market and Octavia plan area that could establish a CBD: SoMa West, Hayes Valley, and Upper Market Street/Castro. The Castro has already established a CBD. Based on the revenues of the Castro CBD, the Planning Department estimated the potential revenue of future CBDs in Hayes Valley and SoMa West. We assume that Hayes Valley CBD could be established in three years and the SoMa West CBD could be established in seven years. Of the total projected revenue generated by future CBDs, the Planning Department projects that only 50% will contribute to the community improvements discussed in this document. The other portion of CBD revenue would likely fund other programming deemed appropriate by the community board such as additional street cleaning or community arts.

See Table 14 for revenue projections.

Parking Benefits District

Much has been written by policy makers and planners about the multiple benefits of establishing "parking benefits districts". The establishment of these districts achieves both transportation and community facility improvement objectives. Additionally it empowers community members to prioritize community improvements based on their preferences.

Parking benefits districts essentially capture increased revenue from parking meters in a pool that can be expended on community improvements. Parking meter revenue can be increased through fee increases, an extension of metered hours and the addition of new meters. These districts have been established first in Pasadena and more recently in Redwood City.

Establishment of a parking benefits district requires additional work to determine the appropriate fee rate. The San Francisco County Transportation Authority (SFCTA) has recently surveyed San Francisco community members regarding parking benefits districts. Based on the research conducted by the SFCTA, the City should take the necessary steps to pursue parking benefits districts where appropriate in the Plan Area.

The Planning Department projected that it will take 5 years to establish a Market and Octavia Parking Benefits District. We estimate that the existing 1400 parking meters in the Plan Area is a good proxy for the number of participating parking meters. While the number of metered parking spaces may rise in the Plan Area, all metered parking may not be included in the benefits district. We estimate an increase in metered pricing by one dollar per hour; Based on initial results from the SFTA work, this price increment seems reasonable to San Franciscans in return for improved neighborhood amenities. We assume that meters will operate for 12 hours a day, 6 days a week. We estimate that no more than fifty percent of the projected revenue will contribute to planned improvements detailed in the previous sections. Other revenue may be spent on additional community concerns, such as increased street cleaning, or could be routed to other city agencies, such as Muni, which traditionally generate operating revenue from parking meters.

See Table 14 for revenue projections.

Residential Parking Permit Reform

Reforming the residential parking permit program is yet another opportunity to achieve transportation policy objectives while generating revenue for community improvements. The Plan suggests that better management of the on street parking resources could improve the experience of users, improve the transportation infrastructure, and generate revenue for community improvements. Residential parking permits as currently structured, are a complicated privilege that both allows residents to pay a minimal fee (currently $60 a year) but do not alleviate frustrating parking searches. Policy 5.4.1 of the draft neighborhood plan suggests a few key improvements such as extending parking permit hours, relating the number of permits to the number of spaces on the street, and creating permit sharing opportunities among commercial and residential uses.

Currently there are 3400 potential residential parking permit spaces in the Plan Area. The Planning Department estimates that if residential parking permit reform were to happen in the next five years, each permit could generate an additional one hundred dollars per space annually. See Table 14 for revenue projections.

Community Improvements Maintenance Program

The Market and Octavia community improvements programming calls for the development of new parks, new recreational facilities, and new street trees. Implementing agencies and community members want to be sure that the new facilities are accompanied by the appropriate maintenance funds. The development of San Francisco's Capital Improvements

Plan is a testament to the difficulty that cities have justifying maintenance costs over other service costs. In fact many of the improvements that the Market and Octavia Plan proposes are the very type of improvements that have historically suffered severe maintenance shortfalls in San Francisco – residents and city agencies have a good reason to fret over maintenance funding.

The process outlined by the Capital Improvements Advisory Committee (CIAC) provides some assurance that decision makers will not be able to defer important maintenance costs. The CIAC plans to gradually increase the extent of their budgeting to nearly $80 million annually. Unfortunately even when they reach their goal of $80 million annually they will not be able to address a number of existing deferments. This indicates that any new programming will be hard pressed to receive funding for maintenance, as funds are sparse for existing facilities.

New development will expand the existing property tax revenue by approximately $55.7 million dollars annually, upon full build out of the Market and Octavia Plan.[18] See Table 15 below. Of this new revenue, approximately 57 percent will be diverted directly to the City for local expenditures. Theoretically new property tax revenue should cover the maintenance of new facilities as they support the tax base. Given San Francisco historic under expenditure on facilities maintenance and Proposition 13's crippling impact on local revenue generation, it is not realistic that the tax rates on the new development will be able to adequately fund maintenance in the future. It is likely that some of the increase in tax revenue will be applied to more pressing city expenses. Regardless, a portion of the nearly $32 million that will enter the local coffers should balance out the expenses associated with maintence of new facilities.

Table 15. Projected Incremental Property Tax Growth from New Development over the 20-year plan term

Projected Housing Unit Growth		5,960
Average Size of Units (Square Feet)		850
Total New Taxable Area (Square Feet)		5,066,000
Assessed Value Assumed at $550 per Square Foot		
Total Assessed Value of New Residential Units	$	2,786,300,000
Annual Property Tax Rate 2%		
Annual Property Tax Value	**$**	**55,726,000**

The Planning Department may develop a seed fund program to cover maintenance and operating expenses in initial years before additional property taxes are generated. It would be feasible to predict the funds needed for this programming as the funding for new development is integral to the provision of new facilities, therefore the provision of new facilities guarantees that the property tax base will increase.

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[18] This estimate is based on completion of the projected 5,960 housing units that are attributed to the Market and Octavia Plan. It does not include commercial property taxes, sales taxes or other potential tax revenue or gains from property sales.

Potential Revenue in Summary

In summary the projected costs for planned improvements is in relatively in balance with the projected revenue opportunities. Column 7 of Table 16 provides a summary of the projected revenue from most of the sources discussed previously. It should be noted that this table does not include some dedicated funds such as the Market and Octavia Bike lane, any funds secured for the Van Ness Bus Rapid Transit project, or any projections for competitive public grants and San Francisco General Funds. These sources should easily be able to cover the remaining 15% of costs, which amounts to approximately $38 million over a 20-year period.

Table 16. Summary Table of Projected Revenue

	Projected Revenue	Percent of Total Need ($253.7 million)
Market and Octavia Community Improvements Fee		
Residential	$59,600,000	23.5%
Commercial	$8,600,000	3.4%
Van Ness FAR Bonus	$17,290,000	6.8%
Existing Development Fees	$20,630,000	8.1%
Future Impact Fees	$33,050,000	13.0%
		0.0%
Public Funds		0.0%
Dedicated Revenue	$49,250,000	19.4%
Existing Revenue Opportunities		0.0%
Future Revenue Opportunities	$28,280,000	11.1%
Total	**$216,700,000**	**85.4%**

Community Improvements Program Administration

Upon adoption of the Market and Octavia Area Plan many of the concepts of the Plan will be implemented. The plan's vision for development and land use will be implemented through new Planning Code language; many of the Plan's guiding policies will inform future decisions as a part of the Area Plan; and some key programming such as the development impact fee and program monitoring will be adopted as part of the Planning Code. The Market and Octavia Neighborhood Plan calls out specific community improvements and programming. The Plan associates relevant City and County departments to each community improvement or program. See Appendix C for details. The implementation program has begun to articulate major steps to achieve some programming. However there is a need for an organized body to insure that community improvements are funded and built and programming that needs further study is pursued.

The Planning Department is vested in developing a strong implementation strategy. Implementation of the Better Neighborhoods Plans has captured significant political attention. A primary motivation for the recent Better Neighborhood Plus legislation proposal was a strengthening of the implementation programming. Other legislation under consideration by the Board of Supervisors, further considers strategies to implement Better Neighborhoods improvements and programming. Neighborhood groups have requested 'proof' that the community improvements will accompany new development.

Coordination with City Departments[19]

Coordination with other departments is critical to the successful implementation of the community improvements and programming. The implementing body's relationship with other City Departments could take a variety of forms; the nature of the improvement/programming should determine the devolution of authority. For instance it makes good sense that a department, such as Department of Children, Youth and their Family which has an existing structure for receiving impact fees should have a high degree of autonomy when implementing community services in the Plan Area. In this instance the implementing body could set restrictions on allocated funds regarding geography and timing, but leave project development and design to the responsible department. These specifications would be articulated in a Memorandum of Understanding. In other instances – where the scope of projects is more encompassing the 'implementing body' could be more directive in its relation to City Departments.

One thing is clear; the Planning Department must coordinate with these agencies to alert them to upcoming projects and capital programming. This could be accomplished by integrating the Market and Octavia Community Improvements Programming into the City's Capital Improvements programming, annually sending the Planning Department's Development Pipeline Report to planning divisions of city departments, particularly Muni and the SFCTA who may want to adjust service levels to accommodate growth, and/or through the creation of a Interagency Plan Implementation Committee[20].

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[19] See Reader's Guide for complete list of related city departments.

[20] Per Supervisor McGoldrick's proposed implementation legislation.

Priority of Projects

The implementation chapter outlines a broad timeframe for major projects. Transit improvements, especially low cost improvements, are prioritized. Community improvements should be coordinated with other city efforts such as repaving of streets etc., and private development projects, especially when it results in cost savings. Further direction regarding priorities should be based on an analysis of funding resources and restrictions.

Citizens Advisory Committee

A Market & Octavia Community Improvements Citizen Advisory Committee should be established to protect the community interest and ensure that Market & Octavia Plan realizes the full range of public benefits identified during the community planning process in an equitable manner.

Setting Up the Market & Octavia Community Improvements Citizens Advisory Committee

Within six months of plan adoption, the Supervisors of Districts Five, Six, and Eight and the Mayor should appoint 7-11 members of the public to serve on the Market & Octavia Community Improvements Citizens Advisory Committee (MOCI CAC). In establishing the committee members, consideration should be given to the composition of the committee so as to best represent the diversity of the area. The following factors should be considered among others: geographic distribution, socio-economic factors, and the ethnicity, racial, gender, and sexual orientation of the committee. The committee should be staffed by the Mayor's Office, given their position relative to involved city agencies.

Role of Citizens Advisory Committee

The advisory committee will provide quarterly recommendations to the Board of Supervisors and to the Mayor. The recommendations should address the following

- **Prioritize capital improvement projects as established in the Market and Octavia Plan.** The Committee's recommendations should encompass the full range of funding sources described in the Plan including public, private, and community revenue sources. The Capital Implementation Advisory Committee should brief the MOCI CAC in a timely manner so that the committee's recommendations would reach the Mayor and the Board in time to influence the City's annual budget process.

- **Prioritize pursuit of additional studies as identified in the Market and Octavia Plan.** Some of the Plan's projects are conceptual and require further study and development, in these instances additional, potentially expensive studies would be required. While it is attractive to fund an immediately implementable capital project, it may be more important to pursue the advancement of larger projects by first funding studies that define conceptual projects.

- **Prioritize pursuit of additional funding strategies.** As it will take some time for funds from private development to accumulate in the Market & Octavia Development Impact Fee, it is expected that early emphasis of the advisory group's recommendations will focus on public funding sources and developing additional private and community funding streams. The Board and the Mayor may forward this committees recommendations to the Capital Implementation Advisory Committee or other appropriate committees, commissions, and departments.

Running the Citizens Advisory Committee

Once a citizens advisory committee is established, it must have the resources and information to achieve its goal. The staff of the Mayor's Office should ensure that the MOCI CAC has the necessary administrative support and professional briefings to make informed decisions.

Brief Overview of MOCI Fee Administration

The administration of the Market and Octavia Community Improvements Fee follows the model outlined by the Rincon Hill Fee ordinance. The fee is collected by DBI when a site permit is issued; this is the most effective time to collect the fees.[21] The controller will maintain the fund. The Planning Commission must approve use of funds. Funds may not be used from programming not included in the Market and Octavia Community Improvements plan.

The fee is eligible for annual revision to accommodate for increases in cost of capital improvements, etc. The ordinance suggests that this effort be done in coordination with like revisions suggested in five other sections of the Planning Code. San Francisco does not have a good track record of revising fees – a recent controller's study found that failure to adjust other impact fees resulted in significant loss of capital.[22] As the capital financing for important community infrastructure becomes more reliant on impact fees – a coordinated effort to index fee rates will need to be coordinated by the Planning Department in coordination with relevant City agencies.

Project sponsors have the option to pursue a waiver by way of in-kind donations or participation in a Mello-Roos district. These options have proved favorable with developers. A survey of political and academic literature discussing impact fees suggests that flexibility, such as that provided through in-kind and Mello-Roos, increase the effectiveness of the program. The Planning Department and MOCIP CAC should pursue additional models of contribution, while always insuring that alternatives to direct payment of the fee do not on balance increase burdens on the public sector or community. In this vein project sponsors that pursue an in-kind or Mello Roos waiver are responsible for all additional administrative costs. The Planning Department should develop a rough estimate of these costs, or a base fee, to add clarity for project sponsors.

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[21] *Review of San Francisco's Development Impact Fees.* Office of the Controller. May 30, 2001.

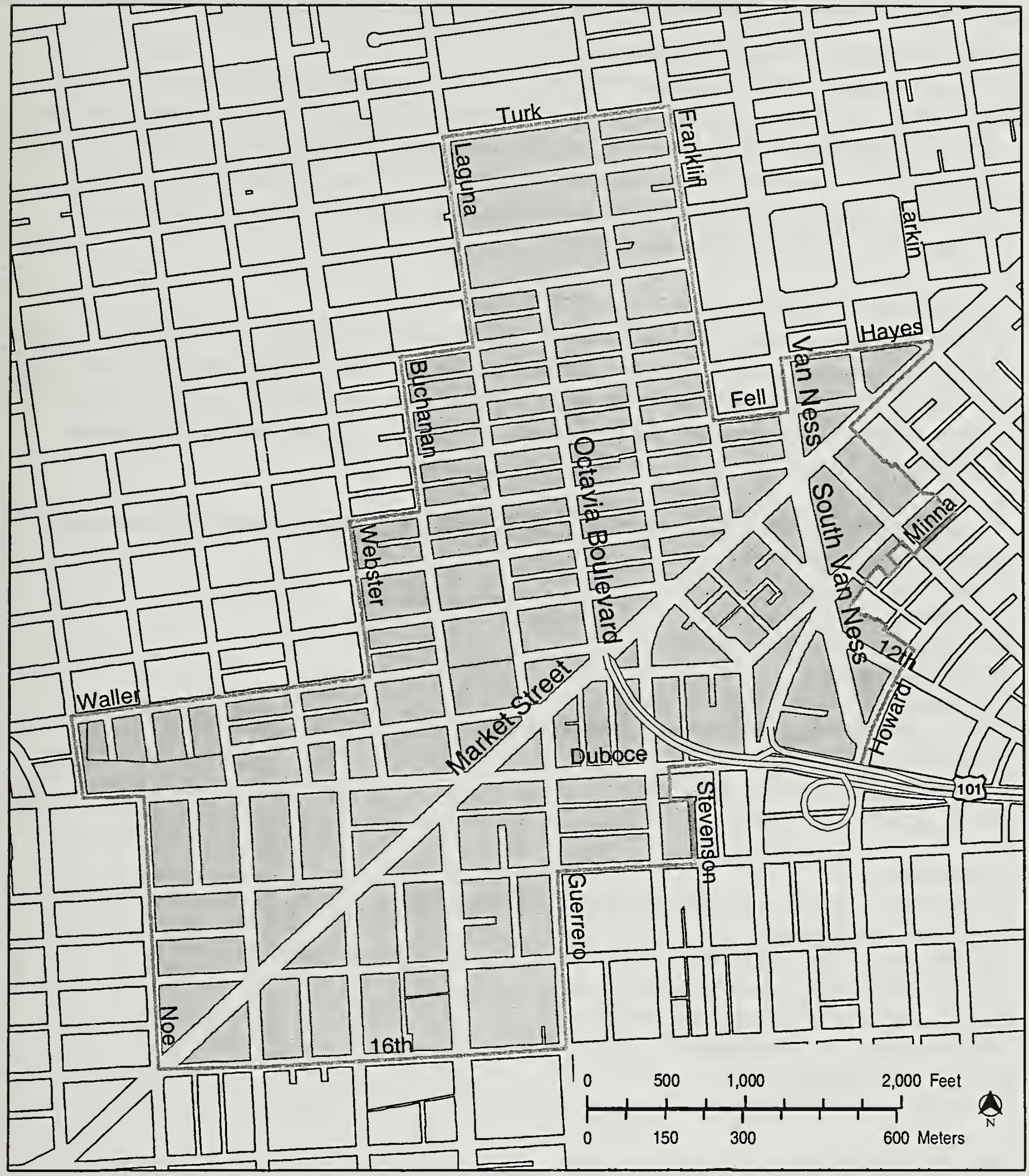
[22] *Review of San Francisco's Development Impact Fees.* Office of the Controller. May 30, 2001. This report illustrates that if Childcare, Park fees, and transit fees – had been adjusted for inflation by the CPI on 32 sample projects the city could have generated an additional $2.1 million in revenue.

Accountability - Reporting and Monitoring

Monitoring and reporting requirements for impact fees are outlined clearly in AB 1600. The procedures include both annual and five year reporting requirements. These reporting deadlines align neatly with the monitoring program proposed for the general Market and Octavia Area Plan. These reporting efforts shall be coordinated in a way that will allow decision makers to have a comprehensive perspective on the state of the Market and Octavia Plan and Implementation program. Refer to the proposed amendment to Planning Code Section 341 for further explanation of the monitoring program.

Appendices

Appendix A. Market and Octavia Boundaries


Turk
Laguna
Franklin
Larkin
Hayes
Van Ness
Fell
Buchanan
Octavia Boulevard
South Van Ness
Minna
Webster
12th
Howard
Waller
Market Street
Duboce
101
Stevenson
Guerrero
Noe
16th
0
500
1,000
2,000 Feet
0
150
300
600 Meters
N

Appendix B. Market and Octavia Community Improvements Reader's Guide

What is meant by Community Improvements?
The term community improvement mostly refers to physical improvements such as new parks, living alleyways, pedestrian amenities such as bulb outs, new open space, and other planned infrastructure improvements. Maps and model design schemes are called out in the plan. In addition to these physical improvements, The Market and Octavia Community Improvements programming also refers to service improvements such as childcare, recreational facilities, and library services.

What is meant by Programming?
Many of the policies suggested by the Plan could not be implemented without further study. Examples include – parking benefits districts, residential parking permit reform, community benefits districts, parking impact fees, and curb but fees. Additionally plan monitoring and studies on the central freeway and the Gough/Hayes street intersection could also be included.

Which Municipal agencies should be involved in the Market and Octavia Community Improvements Plan?
Implementing Agencies
Planning Department
Department of Public Works
Municipal Transportations Agency
Municipal Railway
San Francisco County Transit Authority
Department of Children, Youth and Their Families
Public Library
Department of Recreation and Parks
Mayor's Office of Housing

Coordination
Mayor's Office of Economic and Workforce Development
Bay Area Rapid Transit
San Francisco Historical Society
Mayor's Office and Community Development
Mayor's Office of Neighborhood Services
San Francisco Arts Commission
Public Utilities Commission
Department of Real Estate

Administration
Controller
Mayor's Office of Public Finance
Department of Building Inspection
Budget Analysts Office
City Attorney
Director of Administrative Services
Capital Improvements Advisory Committee

Appendix C. Market and Octavia Community Improvements, Detailed Project Scope and Costs

Appendix C. Market and Octavia Community Improvements, Detailed Project Scope and Costs

This appendix corresponds to Table 6. For each line item in Table 6 we provide:

- **The Project Scope**, usually referring to the Neighborhood Plan policies, as they are more descriptive;
- **A Cost Projection Strategy**, describing how cost estimates were made; and
- A list of **Relevant Agencies**

"LIVING STREET" IMPROVEMENTS FOR SELECT ALLEYS 2
STREET TREE PLANTINGS 5
BRADY PARK 7
MCCOPPIN PLAZA 9
MCCOPPIN PLAZA EXTENSION 11
MCCOPPIN STREET GREENING 12
PATRICIA'S GREEN HAYES IN HAYES VALLEY 14
UNDER FREEWAY PARK/ MCCOPPIN PLAZA 15
HAYES GREEN ROTATING ART PROJECT 16
OCTAVIA BOULEVARD 17
IMMEDIATE FREEWAY MITIGATION 18
STUDY CENTRAL FREEWAY 19
HAYES STREET TWO WAY STUDY 20
IMPROVE SAFETY OF CITY PARKING GARAGES 21
PARKING SUPPLY SURVEY AND ANALYSIS 22
PEDESTRIAN IMPROVEMENTS FOR PRIORITY INTERSECTIONS 23
EXTEND OCTAVIA ROW TO GOLDEN GATE 25
MARKET STREET & CHURCH OR VAN NESS MUNI ENTRANCES 26
WIDEN HAYES STREET SIDEWALK 27
DOLORES STREET MEDIAN EXTENSION 28
RE-ESTABLISHMENT OF SELECT ALLEYWAYS 29
VAN NESS BUS RAPID TRANSIT PROJECT 33
TRANSIT PREFERENTIAL STREETS 34
DEDICATED TRANSIT LANES 35
CHURCH STREET IMPROVEMENTS 36
NEIGHBORHOOD FAST PASS 37
BICYCLE NETWORK IMPROVEMENTS 38
MUNI BIKE RACKS 39
ON-STREET BIKE RACKS 40
PAGE ST BICYCLE BOULEVARD 41
CHILDCARE FACILITIES 42
LIBRARY INFRASTRUCTURE 43
RECREATIONAL FACILITIES 44
DUBOCE STREET MUSEUM 45
HISTORIC SURVEY 46
PLAN AREA MONITORING 47
CAPITAL IMPROVEMENTS PROGRAM ADMINISTRATION 48

"Living Street" Improvements for Select Alleys

Project Scope

Policy 4.1.6 Introduce traffic-calming measures for residential alleys. Consider improvements to alleys with a residential character to create shared, multipurpose public space for the use of residents.

Traffic calming can improve residential streets and alleys in a number of ways. Parking can be concentrated along the curbside with the fewest driveway breaks; new pedestrian-scaled lighting can be added; trees can be planted (if residents desire trees), with agreement on a single tree species and a unified planting pattern. Narrow traffic lanes are more conducive to slow vehicular movement than are wide lanes. Because these alleys carry relatively little traffic, they can be designed to provide more public space for local residents—as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens and the like— where people and cars share space. By calming traffic and creating more space for public use, the street can become a common front yard for public use and enjoyment.

Working closely with DPT's "Livable Streets" traffic-calming program, prototypes should be developed for more extensive improvements to residential alleys. And a process should be developed whereby local residents can propose living-street improvements and participate actively in the design for their alley.

- Develop prototypes for residential alley improvements, to be used as part of the "Livable Streets" traffic-calming initiative.
- Develop a process whereby local residents can propose living street improvements and participate in the design and implementation of improvements to their alley.

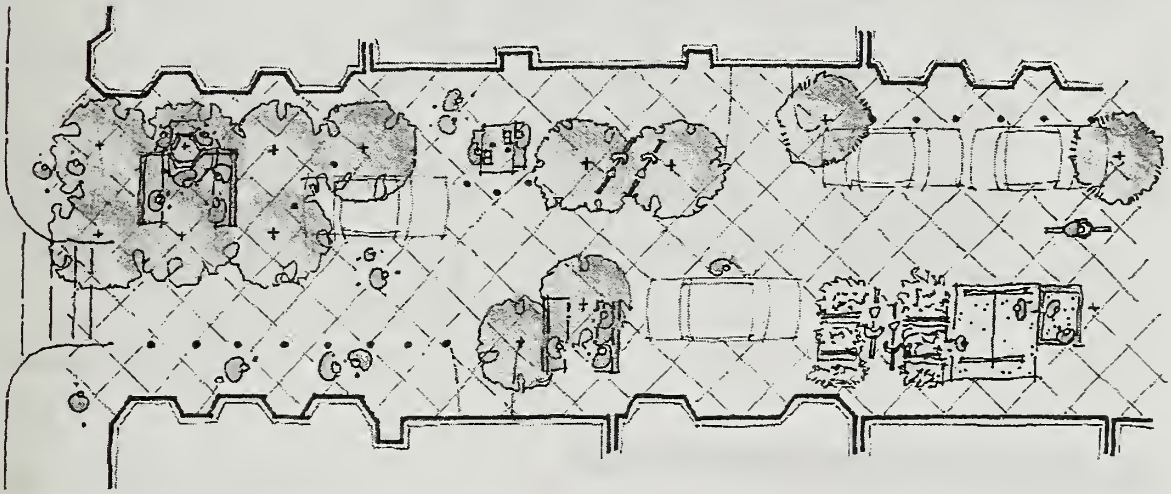
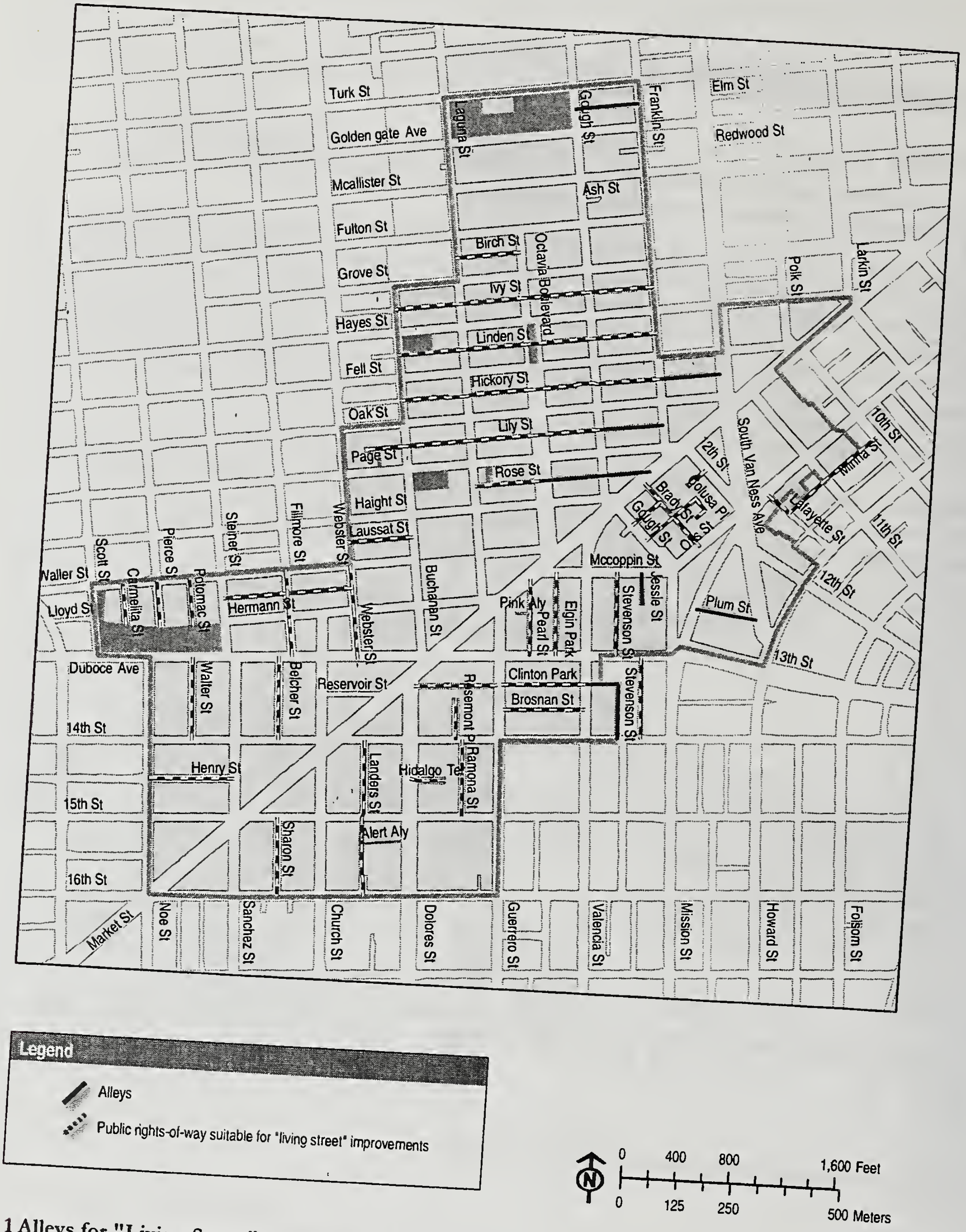


Figure 1. Schematic of Living Street Alleyway Concept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Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Laussat St
Waller St
Lloyd St
Duboce Ave
14th St
15th St
16th St
Market St
Laguna St
Gough St
Franklin St
Elm St
Redwood St
Ash St
Birch St
Octavia Boulevard
Ivy St
Linden St
Hickory St
Lily St
Rose St
Polk St
Larkin St
South Van Ness Ave
10th St
Minna St
11th St
Lafayette St
12th St
2th St
Colusa Pl
Brady St
Otis St
Gough St
Mccoppin St
Jessie St
Plum St
13th St
Scott St
Carmelita St
Pierce St
Potomac St
Steiner St
Hermann St
Fillmore St
Webster St
Webster St
Buchanan St
Pink Aly
Pearl St
Elgin Park
Stevenson St
Stevenson St
Clinton Park
Brosnan St
Reservoir St
Rosemont Pl
Walter St
Belcher St
Henry St
Landers St
Hidalgo Ter
Ramona St
Alert Aly
Sharon St
Noe St
Sanchez St
Church St
Dolores St
Guerrero St
Valencia St
Mission St
Howard St
Folsom St
Legend
Alleys
Public rights-of-way suitable for "living street" improvements
N
0
400
800
1,600 Feet
0
125
250
500 Meters

Map 1 Alleys for "Living Street" Improvements

Cost Projection Strategy

"Living Streets Improvements" Woonerf Streetscape				
	Spacing (unit: linear feet per item)		Cost	unit
curb	1		$25	$25.00
demo curb	1		$5	$5.00
Concrete Curb Ramp with Truncated Domes @ Bulb Outs	103		$3,000	$29.27
Benches	100		$1,500	$15.00
tables	100		$1,500	$15.00
Shrubs (med)	5		$35	$7.00
special trees	20		$2,000	$100.00
tree grates	20		$850	$42.50
trash bins	100		$600	$6.00
Drainage	410		$35,000	$85.37
Bollards	51		$1,800	$35.12
Signage	68		$100	$1.46
ped lighting	40		$10,000	$250.00
			cost/lf	$616.72

	Total linear ft	Average cost per lf	Construction Costs
Living Alleyways	31867	$616.72	$19,653,001
Soft Costs			$13,102,000
Total Costs			**$32,755,001**

Relevant Agencies

DPW
MTA
Mayor's Office of City Greening

Street Tree Plantings

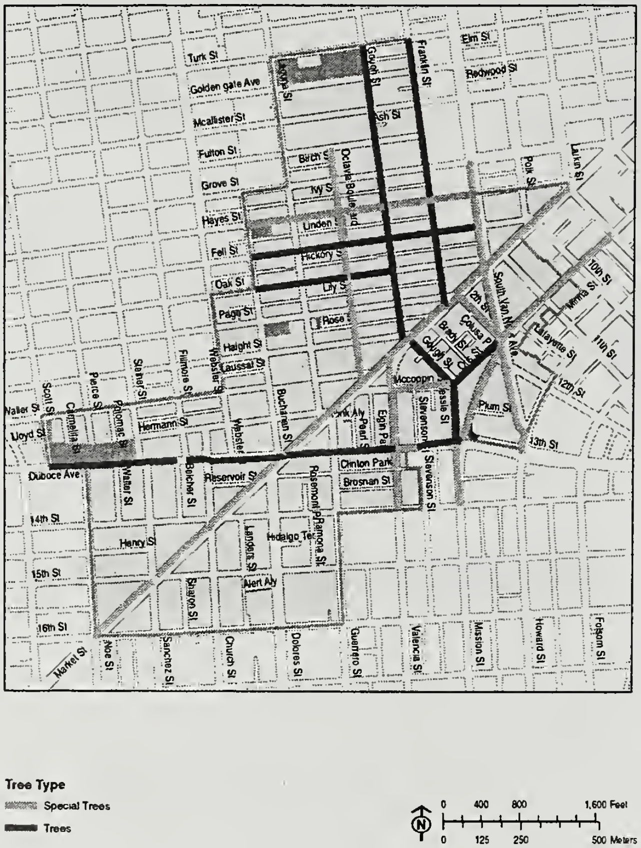
Project Scope

Policy 4.1.2 Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Closely spaced and sizeable trees parallel and close to curbs, progressing along the streets to intersections, create a visual and psychological barrier between sidewalks and vehicular traffic, like a tall but transparent picket fence. More than any other single element, healthy street trees can do more to humanize a street, even a major traffic street. On many streets within the Market and Octavia neighborhood, successful environments can be created through aggressive tree infill, for example on Otis, Mission, Franklin, and Gough Streets north of Market Street. On other streets, such as Gough Street south of Market, Fell, and Oak Streets, and Duboce Avenue, it will mean major new tree planting.

Consistent tree plantings make an important contribution to neighborhood identity. Different tree species can be used on different streets, or even different blocks of the same street, thereby achieving diversity on a broader basis. Rather than removing existing trees from any given street, the dominant tree species—or preferred tree species—on each block should be identified and future tree planting should be of that tree type.

Map 2 Streets scheduled for intensive street tree plantings


Turk St
Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Laussat St
Waller St
Lloyd St
Duboce Ave
14th St
15th St
16th St
Market St
Elm St
Redwood St
Ash St
Birch St
Ivy St
Linden St
Hickory St
Lily St
Rose St
Gough St
Franklin St
Octavia Boulevard
Polk St
Larkin St
South Van Ness Ave
10th St
11th St
12th St
13th St
Minna St
Lafayette St
Plum St
Mccoppin St
Jessie St
Stevenson St
Clinton Park
Brosnan St
Reservoir St
Hermann St
Scott St
Pierce St
Steiner St
Fillmore St
Webster St
Buchanan St
Walter St
Belcher St
Henry St
Sharon St
Landers St
Hidalgo Ter
Nert Aly
Rosemont Pl
Guerrero St
Valencia St
Mission St
Howard St
Folsom St
Dolores St
Church St
Sanchez St
Noe St
Tree Type
Special Trees
Trees
0 400 800 1,600 Feet
0 125 250 500 Meters
N

Cost Projection Strategy

Typical streetscape (excl. paving)			
	spacing lf		
trees	20	850	$42.50
curb	1	25	$25.00
demo curb	1	5	$5.00
tree grates	20	850	$42.50
trash bins	100	600	$6.00
ped lighting	40	10,000	$250.00
bench	200	1500	$7.50
cost/lf		cost/lf	$378.50

special streets (excl. paving)			
trees special	20	2000	$100.00
curb	1	25	$25.00
demo curb	1	5	$5.00
tree grates	20	850	$42.50
trash bins	100	600	$6.00
ped lighting	40	10,000	$250.00
bench	200	1500	$7.50
cost/lf			$436.00

	Linear Feet	**Cost**	**Cost (Including Soft Costs)**
Trees	11,444	$ 4,331,743	$ 6,064,440
Special Trees	19,035	$ 8,299,089	$11,618,724
Soft Costs			$42,000,000
Total		$12,630,832	$17,683,164

Relevant Agencies

DPW
MTA
Mayor's Office of City Greening

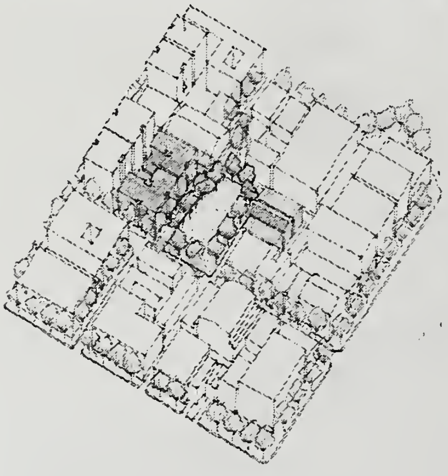
Brady Park

Project Scope

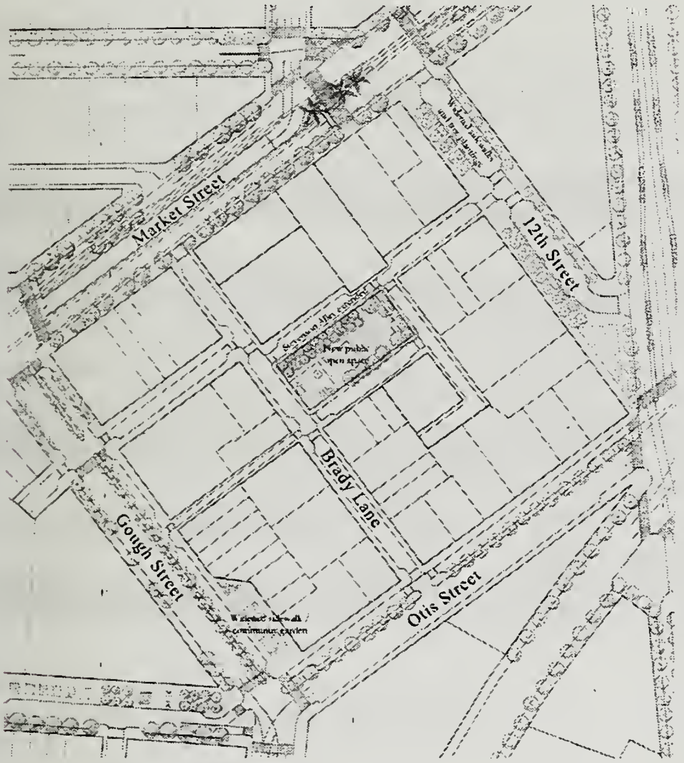
Policy 7.2.5 Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

The block bounded by Market, Gough, Otis and 12th Streets, known as the "Brady Block" is a unique place, in that its interior is divided and made publicly-accessible by four different alleys bisecting it in different directions. At its core, the block shows the signs of many years of neglect; surface parking lots and a large ventilation shaft for the BART system create a large swath of undefensible space.

The block has tremendous potential despite its present conditions. It is an intimate space of small buildings facing on narrow alleys. It isn't hard to envision a small neighborhood here-on the scale of Southpark: small residential infill and existing buildings framing a new public park at the core of the block's network of alleys. The addition of new housing and the development of a small-scaled living area with a narrow but connected street pattern can make this an enviable mini-neighborhood. Existing uses can stay, but new uses can, by public and private cooperation, create a residential mixed-use enclave.



A small new open space can be developed in the center of the Brady Block, taking advantage of a small, approximately 80-foot-square BART-owned parcel that provides access to its tunnel below, and through purchase, an additional 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would by accessed via a network of mid-block alleys designed as "living street" spaces, in accordance with policies for residential alleys outlined in Element 3 of the Neighborhood Plan. The BART vent shaft rather than a hindrance, could be the site of a central wind driven, kinetic sculpture.


Market Street
12th Street
New public open space
Brady Lane
Gough Street
Otis Street
Widened sidewalk community garden

Cost Projection Strategy

Brady Park	Need	Unit	Cost per unit	Cost
Land cost	11,800	sf	$80	$944,000
Open Space (soft)	13,000	sf	$20	$263,250
Lawn	7,500	sf	$3	22500
Irrigation	10,000	sf	$6	$60,000
Benches	6	each	$1,500	$9,000
tables	2	each	$1,500	$3,000
Shrubs (large)	30	each	$150	$4,500
Trees	15	each	$850	$12,750
brick paving	1,500	sf	$40	$60,000
soil	333	cubic yard	$40	$13,320
drinking fountain	1	each	$4,500	$4,500
ped lighting	8	each	$10,000	$80,000
subtotal				**$1,476,820**
Soft Costs				$984,547
Total (incl soft costs)				**$2,461,367**

Relevant Agencies

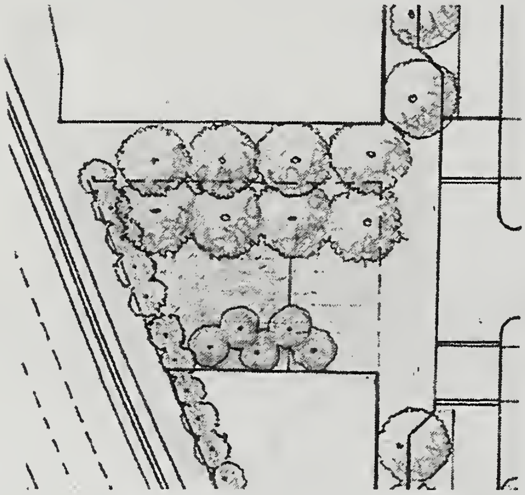
DPW
DPR
Mayor's Office of City Greening
Department of Real Estate
DCP

McCoppin Plaza

Project Scope

Policy 4.2.4 Create new public open spaces around the freeway touchdown, including a plaza on Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.

Bringing the freeway down to ground south of Market Street offers the opportunity to created two new small public open spaces: a plaza along Market Street west of the freeway touchdown, and a plaza or other form of small open space within the closed last block of McCoppin Street, west of Valencia Street. The plaza on Market Street will enhance the pedestrian experience of the street, and facilitate safer pedestrian crossings. Because of its prominent location at the end of the freeway and beginning of Octavia Boulevard, it should be designed with elements that signal an entry to the city, including seating, trees and other pedestrian amenities. The leftover space on McCoppin Street is an appropriate place for a community-serving open space, integrated into the overall "green street" treatments proposed for McCoppin Street east of Valencia Street, as well as the proposed bikepath on the east side of the touchdown. The triangular parcel immediately south of the McCoppin Street right-of-way, currently serving as a truck-rental office, could be part of a larger open space at this location.



Relevant Agencies

DPW
MTA
DPR
Mayor's Office of City Greening

(D1) McCoppin Community Park -Conceptual Cost Estimate, 2/15/2005

	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION	SUBTOTAL
	PROJECT COSTS					
	PLANNING					**$55,368**
1	Community Outreach (7% of Const. Cost)	1	LS	$38,758	$38,758	
2	Project Development (3% of Const. Cost)	1	LS	$16,610	$16,610	
	DESIGN					**$55,368**
3	A&E services (10% Total Construction Cost)	1	LS	$55,368	$55,368	
	CONSTRUCTION					**$553,680**
4	Demolition	1	LS	$20,000	$20,000	
5	Hazardous Material Assessment & Abatement	900	Tons	$50	$45,000	
6	Import Fill	671	CY	$80	$53,680	
7	Grading and Drainage	1	LS	$35,000	$35,000	
8	Landscape Construction	1	LS	$300,000	$300,000	
9	Planting and Irrigation	1	LS	$100,000	$100,000	
					CONTINGENCY 15%	**$83,052**
					TOTAL CONSTRUCTION COST AND CONTIGENCY	**$636,732**
					CONSTRUCTION MANAGEMENT	**$127,346**
10	Inspection (15% total const. & contingency cost)	1	LS	$95,510	$95,510	
11	Construction Support (5% total const. & contingency cost)	1	LS	$31,837	$31,837	
					ESTIMATE OF TOTAL PROJECT COST	**$874,814**

ect Scope: When the new Central Freeway touches down at Market Street, McCoppin Street west of Valencia Street will no
er connect with Market Street. The proposal for the resulting right-of-way cul-de-sac is to convert the roadway into a secured
munity park, approximately 7,210 square feet. This particular estimate includes a community garden including low terraces
orming to the existing slope. The design of the community park will be coordinated with the proposed bike lane connecting
encia Street with Market Street and Octavia Boulevard.

McCoppin Plaza Extension

Project Scope

Following Policy 4.2.4 reprinted on page 9, this project explores as a long term strategy the possibility of acquiring lot 3502113 west of Valencia Street, currently owned by U-haul, with the purpose of using the site as an addition to the McCoppin Community Park.

Cost Projection Strategy

McCoppin Stub Extension and Improvements				
	Need	**Unit**	**Cost per unit**	**Cost**
acquisition of lot 3502113	4929	sf	$120.00	$591,432
Greening of U-Haul lot	4929	sf	$80.00	$626,001
Subtotal				$1,217,433
Soft Costs				$811,622
Total (including Soft Costs)				**$2,029,055**

Relevant Agencies

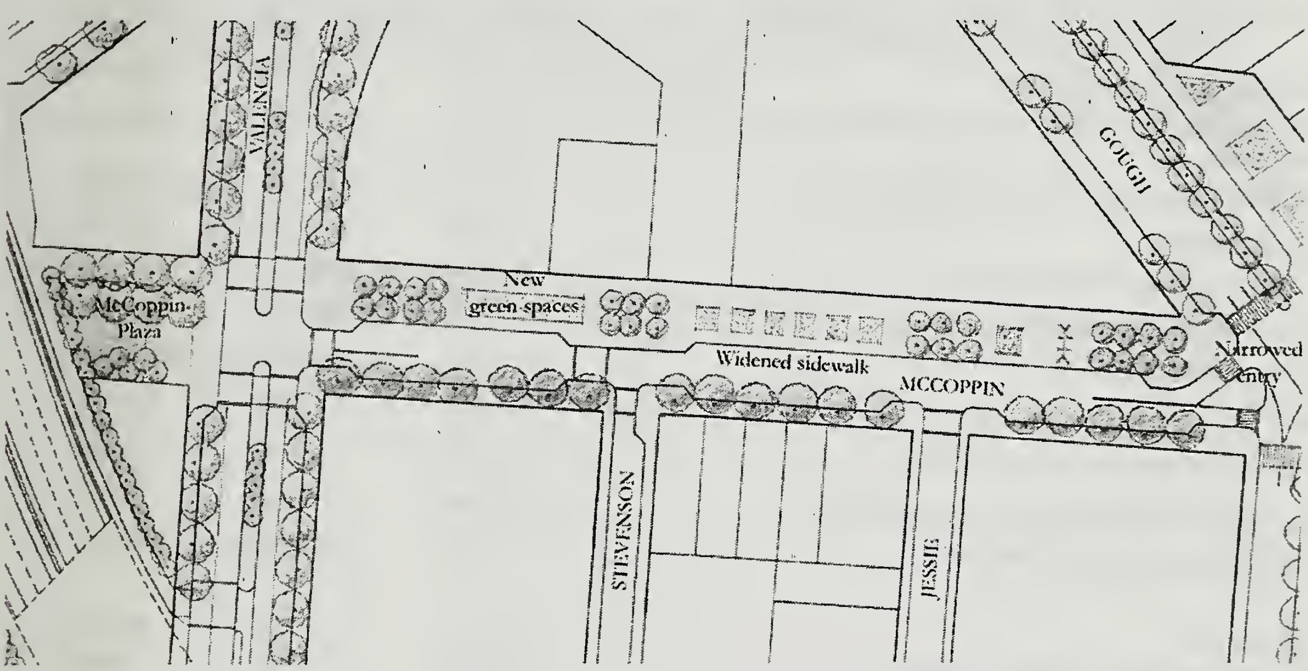
DPW
MTA
DPR
Mayor's Office of City Greening

McCoppin Street Greening

Project Scope

Policy 7.2.4 Redesign McCoppin Street as a linear green street with a new open space west of Valencia Street.

With the new freeway touchdown, traffic accessing the freeway will no longer have the option of using McCoppin Street as a cut-through. As a result, the street will carry only a fraction of the traffic that it does today. Anticipating this change, there is the opportunity to reconfigure McCoppin Street from Otis to Valencia Streets as a linear green street, with a substantial portion of the vehicular right-of-way reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-of-way for local traffic. The portion of McCoppin Street west of Valencia Street will no longer be needed for vehicular traffic, providing the opportunity for a small open space. The space, approximately 80 feet by 100 feet, would provide an excellent location for a small plaza or other form of community space for the use of local residents.



Relevant Agencies

DPW
MTA
Mayor's Office of City Greening

(B1) McCoppin Streetscape Improvements- ***Conceptual Cost Estimate, 2/15/2005***

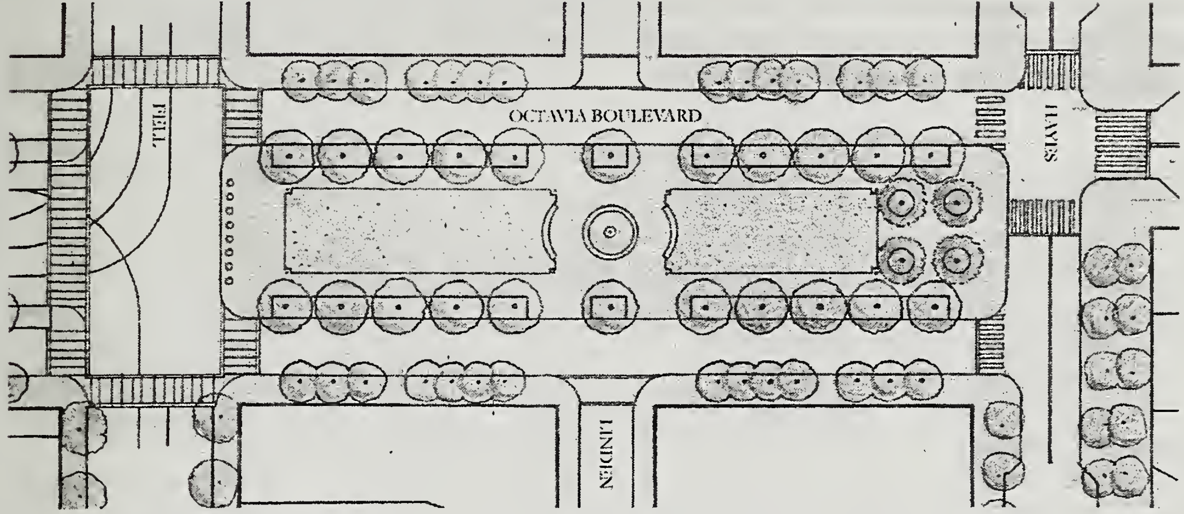
CONSTRUCTION COSTS - (McCoppin Option 3 - Full Chicane)

NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION	SUBTOTA
	PLANNING					**$85,4**
1	Planning Community Outreach (10% total construction)	1	LS	$85,402	$85,402	
	DESIGN					**$85,4**
3	Design (10% of total construction costs)	1	LS	$85,402	$85,402	
	CONSTRUCTION					**$854,0**
S&H						
4	Demolition	1	LS	$50,000	$50,000	
5	Asphalt Concrete Wearing Surface	275	TON	$70	$19,250	
6	8-Inch Thick Concrete Base	6,500	SF	$10	$65,000	
7	6-Inch Wide Combined Concrete Curb and 2-Foot Concrete Gutter	1,300	LF	$40	$52,000	
8	3 1/2-Inch Thick Concrete Sidewalk	26,000	SF	$6	$156,000	
9	12-Inch Diameter VCP Sewer, Culverts, Sewer Vents, & Base Over Sewer	600	LS	--	$150,000	
10	Concrete Catch basin with New Frame and Grating	2	EA	$10,000	$20,000	
11	Relocate Catch basin	3	EA	$10,000	$30,000	
12	Relocate Low-Pressure Fire Hydrant	2	EA	$15,000	$30,000	
13	Relocate Utilities for Sidewalk Widening	37	EA	$2,000	$74,000	
14	Typical Concrete Curb Ramp	17	EA	$1,500	$25,500	
15	Detectable Warning Surface	160	SF	$60	$9,600	
16	6-Inch Wide Concrete Curb at Curb Return	170	LF	$22	$3,740	
17	3 1/2-Inch Thick Concrete Sidewalk at Curb Return	400	SF	$6	$2,400	
18	Relocate Utilities for Sidewalk Widening	37	EA	$2,000	$74,000	
DPT						
19	Double Yellow Line	500	LF	$4	$1,750	
20	Raised Pavement Markers (white or Yellow)	22	EA	$8	$182	
21	Parking Stalls	100	EA	$20	$2,000	
LA						
22	36" Box Trees	50	EA	$800	$40,000	
23	36" Root Barrier	1,200	LF	$10	$12,000	
24	Mulch	20	CY	$50	$1,000	
25	Irrigation System	8,900	SF	$4	$35,600	
					CONTINGENCY 15%	**$128,1**
					TOTAL CONSTRUCTION COST AND CONTINGENCY	**$982,1**
					CONSTRUCTION MANAGEMENT	**$196,4**
26	Inspection (15% const. total & contingency cost)	1	LS	$147,319	$147,319	
27	Construction Support (5% const. total & conting cost)	1	LS	$49,106	$49,106	
					ESTIMATE OF TOTAL PROJECT COST	**$1,349,35**

Patricia's Green Hayes in Hayes Valley

Project Scope

Opened by 2005.


OCTAVIA BOULEVARD
FELL
HAYES
LINDEN

Project Costs

$1,500,000

Relevant Agencies

Caltrans
DPW
MTA
SFCTA

Under Freeway Park/ McCoppin Plaza

Project Scope

Use the Caltrans parcels beneath the new Central Freeway structure for uses other than parking (unless parking revenue could fund additional maintenance of ancillary projects), such as recreational open space (for example, a dog run) and/or temporary structures housing cultural arts programs.

Cost Projection Strategy

Under Freeway Park	
Establishment and ROW	$2,500,000

Source: Central Freeway Ancillary Projects, item D3

Relevant Agencies

Caltrans
DPW
MTA
DPR
SFCTA
MOEWD

Hayes Green Rotating Art Project

Project Scope

The community and the San Francisco Arts Commission has identified Hayes Green as a wonderful opportunity to feature a variety of temporary public art pieces. David Best's temple, which was temporary by design, certainly influenced the community's dedication to this very progressive method of selecting art for public spaces.

Cost Projection Strategey

Hayes Green Rotating Art Project - per year				
	Need	Unit	Cost per unit	Cost
Acquisition	2	piece	$50,000.00	$100,000.00
Insurance	2	piece	$15,000.00	$30,000.00
Re-habilitation	2	piece	$10,000.00	$20,000.00
				$150,000.00
Soft Costs				$100,000
Total				**$250,000**

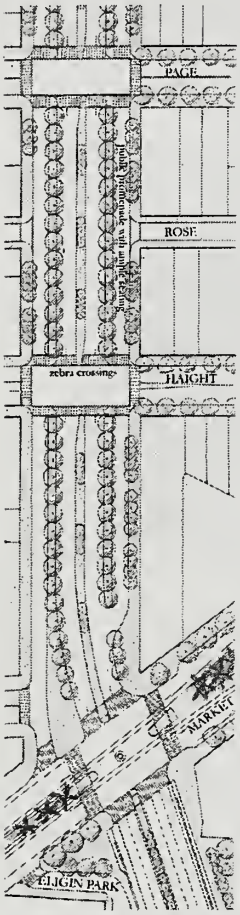
Relevant Agencies

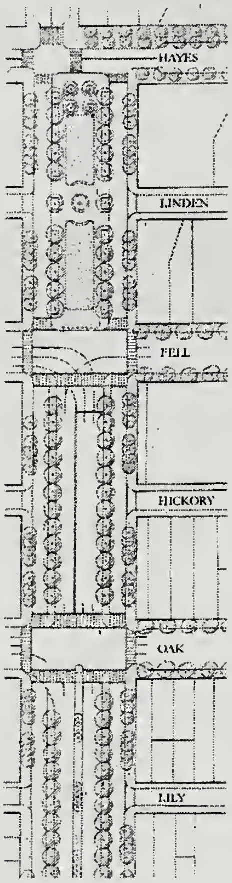
San Francisco Arts Council
DPW
DPR

Octavia Boulevard

Project Scope

Opened 2005.


PAGE
ROSE
zebra crossing
HAIGHT
MARKET
ELGIN PARK


HAYES
LINDEN
FELL
HICKORY
OAK
LILY

Project Cost

$42 Million

Relevant Agencies

Caltrans
DPW
MTA
DPR
SFCTA

Immediate Freeway Mitigation

Project Scope

Install 6 trees at Freeway touchdown.
Install Sculpture at Market Street
Install lighting below freeway at Valencia and other key pedestrian areas.

Cost Projection Strategy

Freeway mitigation	Need	Unit	Cost per unit	Cost
Trees for Highway touchdown	6	ea	$2,000	$12,000
Slender sculpture or column for market and highway	1	ea	$223,000	$223,000
Lighting for below the freeway	16	ea	$10,000	$160,000
Subtotal				$395,000
Soft Costs				$263,000
Total				$660,000

Relevant Agencies

Caltrans
DPW
MTA
DPR
SFCTA
MOEWD

Study Central Freeway

Project Scope

1. Evaluate the impacts of traffic flow from new central freeway.
2. Consider the further dismantling of the Central Freeway.

Cost Projection Strategy

$200,000

Relevant Agencies

Caltrans
MTA
SFCTA
MOEWD
DCP

Hayes Street Two Way Study

Project Scope

The Market & Octavia Neighborhood Plan calls for the administration of a traffic study to explore the feasibility of eliminating one-way streets in the northern half of the plan area. One-way streets may no longer be necessary to move high volumes of automobile traffic through the neighborhood districts as Octavia Boulevard and related changes to the Central Freeway has altered regional and local traffic flows.

Objectives:
Evaluate vehicle and pedestrian traffic along Van Ness Avenue, Hayes, Fell, Oak, Franklin and Gough Streets. Recommend alternative traffic strategy in which Hayes Street carry one-way traffic east of Franklin Street, but would be converted to two-way traffic west of Franklin.

- With a focus on the following:
- Private and commercial vehicle traffic on the aforementioned streets in the study area;
- Existing and planned transit services circulating on these streets and adjacent area; and
- Pedestrian movements along adjacent sidewalks and at study area intersections.

Cost Projection Strategy

Estimated Cost: $200,000

Relevant Agencies

MTA
SFCTA
DCP

Improve Safety of City Parking Garages

Project Scope

"Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions." (*Draft Plan, p. 120*)

Cost Projection Strategy

Improve Safety and Accessibility of City Parking			
lights	4	$10,000.00	$40,000
cameras/staff			
Subtotal			$40,000
Soft Costs			$30,000
Total			**$70,000**

Relevant Agencies

Parking Authority
MTA
MOEWD

Parking Supply Survey and Analysis

Project Scope

Parking Inventory Survey

Objectives:

1. Take inventory of on and off street parking stock in the plan area, this data should serve as a base for the plan monitoring effort as well as informing further analysis of parking management strategies.
2. Research the implementation of on street parking management strategies, especially parking benefits districts, and residential parking permit reform. Make specific policy recommendations that consider administration of the program, social justice issues, economic impacts of programming on individuals and the neighborhood, and impacts on the transportation networks. Develop executable implementation strategies which identify agency, procedures, and an approval strategy.
3. Study mechanisms to re-capture the impacts of off street parking in the neighborhood and curb cuts, especially associating additional parking with housing unit based transit passes. Survey like programs, suggest an implementation strategy and agency.

Cost Projection Strategy

Estimated Cost: $300,000

Relevant Agencies

MTA
SFCTA
DCP

Pedestrian Improvements for Priority Intersections

Project Scope

Policy 4.1.1Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks.

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity. Where there is excessive vehicular capacity, traffic lanes should be reclaimed as civic space for widened sidewalks, plazas, and the like.

The plan calls for full buldbouts on every corner at identified intersections.
See page 67 and 69 for design concept

Bulbouts are planned at 42 intersections for 179 corners.
See Map for specific corners

Cost Projection Strategy

The Market and Octavia Plan calls for pedestrian improvements at 42 intersections. The Department of Public Works generated site specific cost estimates [**Site Specific Cost Estimate** column in table on next page] for nearly half of these intersections as part of the Central Freeway Ancillary Project effort, see the Table on the next page. The Department of City Planning used these cost projections to estimate an average cost for improvements to one corner [**Inferred Cost Estimate**]. The average cost was over $48,000. This factor was used to estimate the costs for the remaining intersections.

Relevant Agencies

DPW
MTA
DCP
Mayor's Office of Greening

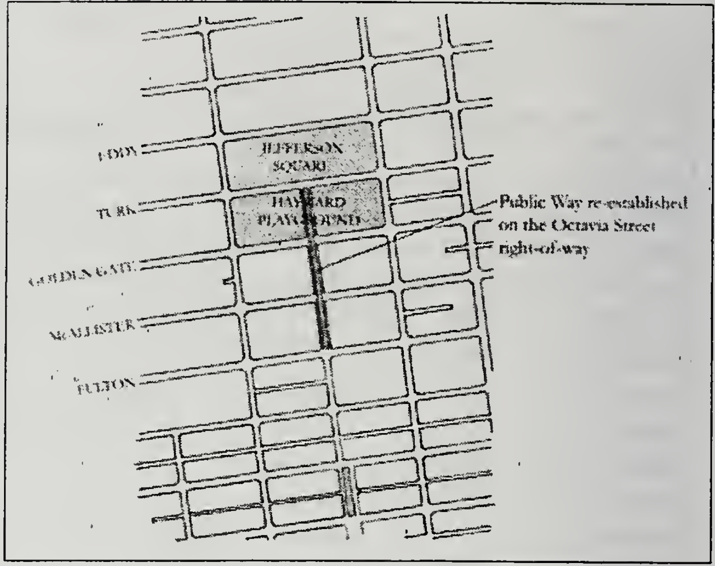
Intersection between Street			Number of Corners at Intersection	Site Specific Cost Estimate	Inferred Cost Estimate	Estimated Cost
Otis	Gough	McCoppin	4	$ 213,271		$ 213,271
Mission	S Van Ness	12th Street	6	$ 654,400		$ 654,400
Van Ness	Market	S Van Ness	5	$ 199,088		$ 199,088
Van Ness	Fell		4	$ 43,136		$ 43,136
Market	Sanchez	15th Street	4		$ 194,814	$ 194,814
Market	Church	14th Street	6		$ 292,220	$ 292,220
Buchanan	Fell		4	$ 232,760		$ 232,760
Buchanan	Oak		4	$ 165,560		$ 165,560
Buchanan	Market	Duboce	5	$ 118,576		$ 118,576
Laguna	Fell		4	$ 83,870		$ 83,870
Laguna	Oak		4	$ 172,185		$ 172,185
Laguna	Market		5	$ 184,797		$ 184,797
Octavia	Fell		4		$ 194,814	$ 194,814
Octavia	Oak		4		$ 194,814	$ 194,814
Octavia	Market		5		$ 243,517	$ 243,517
Gough	Turk		4		$ 194,814	$ 194,814
Gough	Golden Gate		4		$ 194,814	$ 194,814
Gough	McAllister		4		$ 194,814	$ 194,814
Gough	Fulton		4		$ 194,814	$ 194,814
Gough	Grove		4		$ 194,814	$ 194,814
Gough	Hayes		4	$ 344,846		$ 344,846
Gough	Fell		4	$ 194,035		$ 194,035
Gough	Oak		4		$ 194,814	$ 194,814
Gough	Page		4	$ 211,296		$ 211,296
Gough	Market		4	$ 299,897		$ 299,897
Franklin	Turk		4		$ 194,814	$ 194,814
Franklin	Golden Gate		4		$ 194,814	$ 194,814
Franklin	McAllister		4		$ 194,814	$ 194,814
Franklin	Fulton		4		$ 194,814	$ 194,814
Franklin	Grove		4		$ 194,814	$ 194,814
Franklin	Hayes		4	$ 276,846		$ 276,846
Franklin	Fell		4	$ 215,910		$ 215,910
Frankllin	Oak		4	$ 169,537		$ 169,537
Franklin	Page	Market	5	$ 297,747		$ 297,747
Mission	Duboce	13th Street	5	$ 117,616		$ 117,616
Mission	10th Street		4	$ 196,687		$ 196,687
Mission	11th Street		4	$ 330,171		$ 330,171
South Van Ness	Howard	Division	4		$ 194,814	$ 194,814
Polk	Market		5	$ 117,786		$ 117,786
Noe	Market	16th	4		$ 194,814	$ 194,814
Larkin	Market	9th	4		$ 194,814	$ 194,814
Herman	Steiner		4		$ 194,814	$ 194,814
Subtotal			**179**	**$ 4,840,017**	**$ 4,042,380**	$8,882,397
Soft Costs						$5,921,598
Total						**$14,803,995**

Extend Octavia ROW to Golden Gate

Project Scope

Policy 4.2.7 Re-introduce a public street along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue.

Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard and Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.



Cost Projection Strategy

Reintroduce public right of way on Octavia between Fulton and Golden Gate

	Need	Unit	Cost per unit	Cost
Land acquisition	11485	sf	$60.00	$689,105
Site prep	11485	sf	$2.00	$22,970
Signage	2	blocks	$1,600.00	$3,200
Create sidewalks/streetscape	275	lf	$378.50	$104,088
Paving	7700	sf	$20.00	$154,000
Subtotal				**$973,362**
Soft Costs				$648,908
Total				**$1,622,271**

Land cost is assumed comparatively low relative to price/square foot otherwise found in plan area because of the vacant and for the time being non-buildable nature of the site.

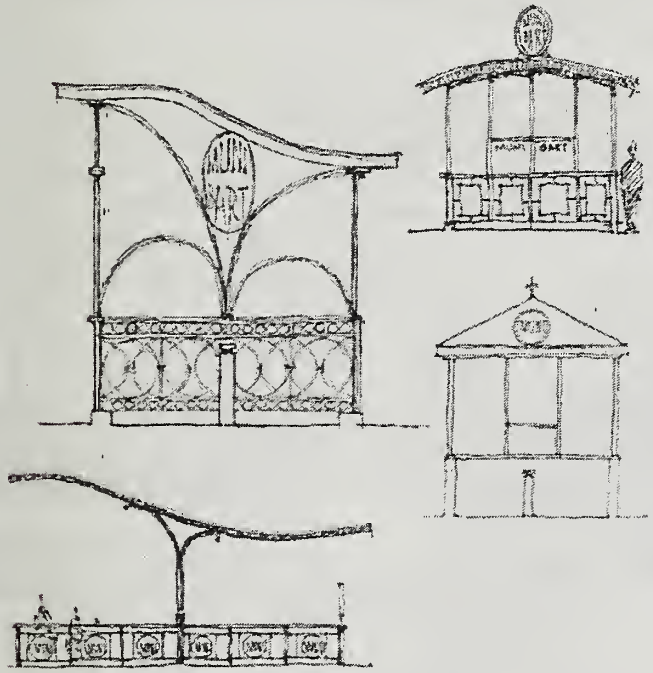
Relevant Agencies

DPW
San Francisco Redevelopment Agency
DCP

Market Street & Church or Van Ness Muni Entrances

Policy 4.3.6 Improve BART and Muni entrances and exits to give them a sense of identity and make them less intrusive on sidewalk space.

The very wide BART and Muni entrances and the sidewalks behind them, presently somewhat moribund and hard to recognize, offer opportunities for Market Street: to create more visible entranceways with modest vertical elements and to create small open spaces with sitting areas, integrated news-vending boxes, pedestrian lighting, and information and sales kiosks.



Cost Projection Strategy

	Need	Unit	Cost per unit	Cost
Identity markers	6	Pieces	200000	$1,200,000
Lighting	8	Lights	10000	$80,000
Subtotal				$1,280,000
Soft Costs				$853,333
Total				$2,133,333

Relevant Agencies

MTA
SFCTA
MOEWD
DCP

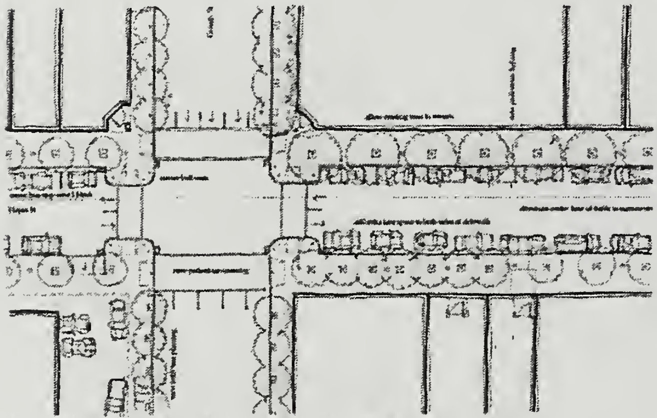
Widen Hayes Street Sidewalk

Project Scope

Policy 4.2.6 Widen the sidewalk on the northern side of Hayes Street, between Franklin and Laguna Streets, to create a linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard.

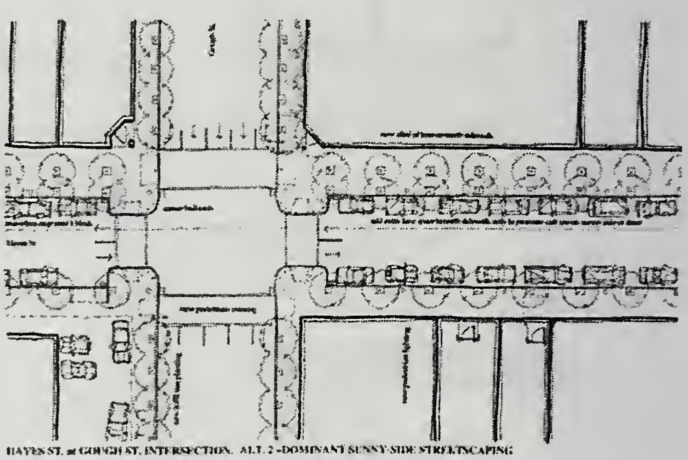
Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and citywide focused, with its numerous galleries and proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity.

Between Franklin and Laguna Streets, where traffic rerouting policies suggested in Element 5 allow a return to two-way traffic, the roadway is wider than it needs to be. Widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches will create a much needed public open space and lend additional grace to the street. Café seating should be allowed to spill out onto the widened sidewalk. The sidewalk widening should not adversely affect turning movements for Muni buses.



HAYES ST. @ GOUGH ST. INTERSECTION. ALT. 1- STREETSCAPING SAME BOTH SIDES

see page 86



HAYES ST. at GOUGH ST. INTERSECTION. ALT. 2 -DOMINANT SUNNY-SIDE STREETSCAPING

Cost Projection Strategy

	Need	Unit	Cost per unit	Total
Widening	18,455	sf	$ 65.32	$1,393,048
Soft Costs				$928,699
Total				$2,330,000

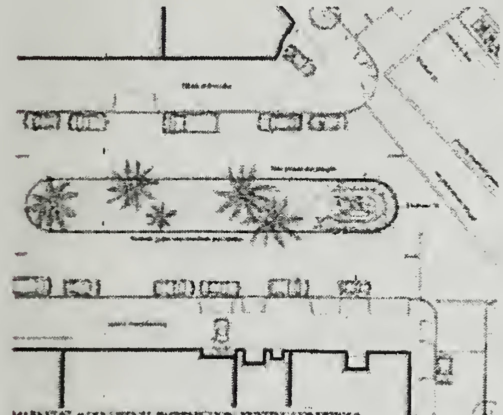
Relevant Agencies

MTA
SFCTA
DPW
DCP

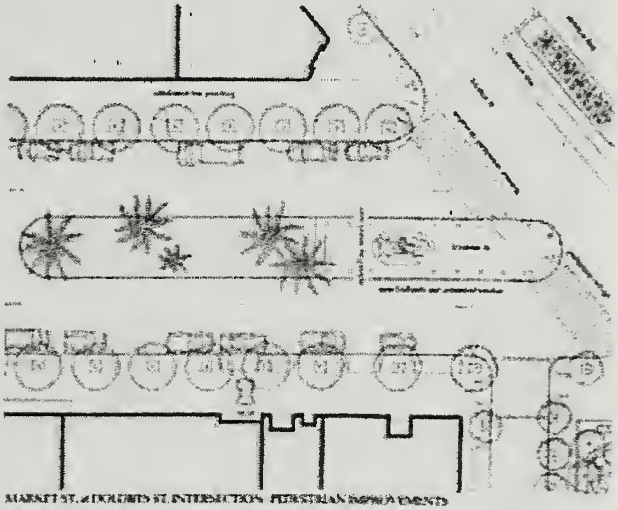
Dolores Street Median Extension

Project Scope

Dolores Street has special historic significance to the people of San Francisco and is one of the most visually memorable streets in the city, because of its palm-tree-lined central median. The intersection of Dolores Street and Market Street should be celebrated by extending the median to Market Street and creating a small paved plaza in front of the statue for people to meet, talk, and sit, and by announcing this significant city street, the location of Mission Dolores. Over the years, it may be expected that the large property bordering the west side of this block of Dolores Street will be redeveloped, privately, with housing and commercial uses that will be made all the more attractive by this improvement.



MARKET ST. & DOLORES ST. INTERSECTION EXISTING CONDITIONS



MARKET ST. & DOLORES ST. INTERSECTION PEDESTRIAN IMPROVEMENTS

Cost Projection Strategy

Dolores Street Median Extension				
	Need	Unit	Cost per unit	Cost
Median extension	4	Bulbouts	$22,200.00	$88,800
Bollards	17	Bollards	$800.00	$13,600
Subtotal				$102,400
Soft Costs				$68,000
Total				$170,667

The cost to extend the median is estimated from the cost of a bulbout construction.

Relevant Agencies

DPW
DCP

Re-establishment of Select Alleyways

Project Scope

Policy 4.1.5 Do not allow the vacation of public rights-of-way, especially alleys. Where new development creates the opportunity, extend the area's alley network.

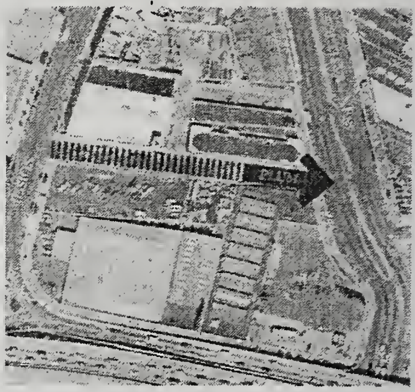
Pursue the extension of alleys where it would enhance the existing network:
Purchase the easternmost portion of Plum Alley that is in private ownership.

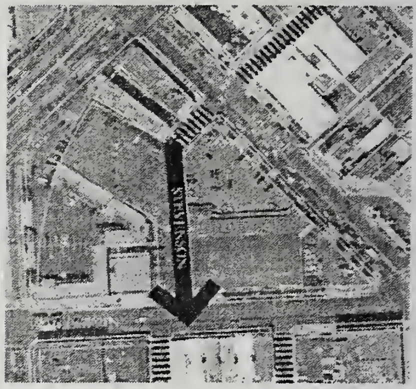
- Pursue the extension of Stevenson Alley from Gough Street to McCoppin Street as part of any proposal for demolition and new construction on parcel 3504030.

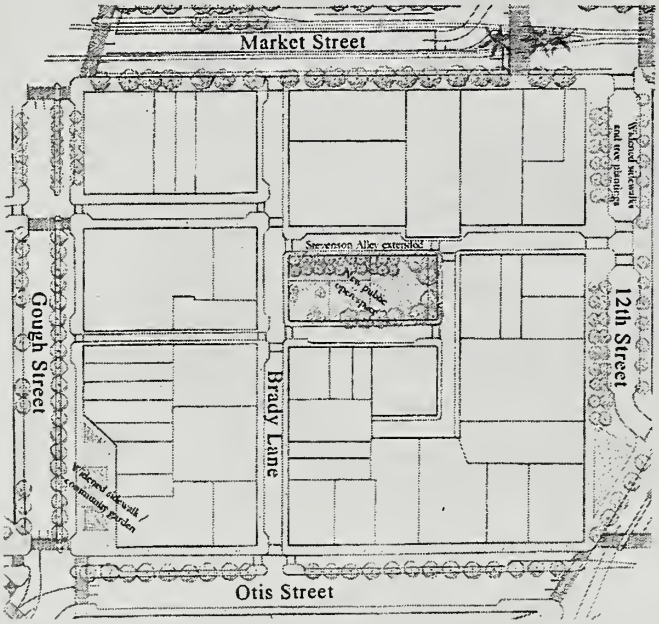
Further, as a part of this effort:

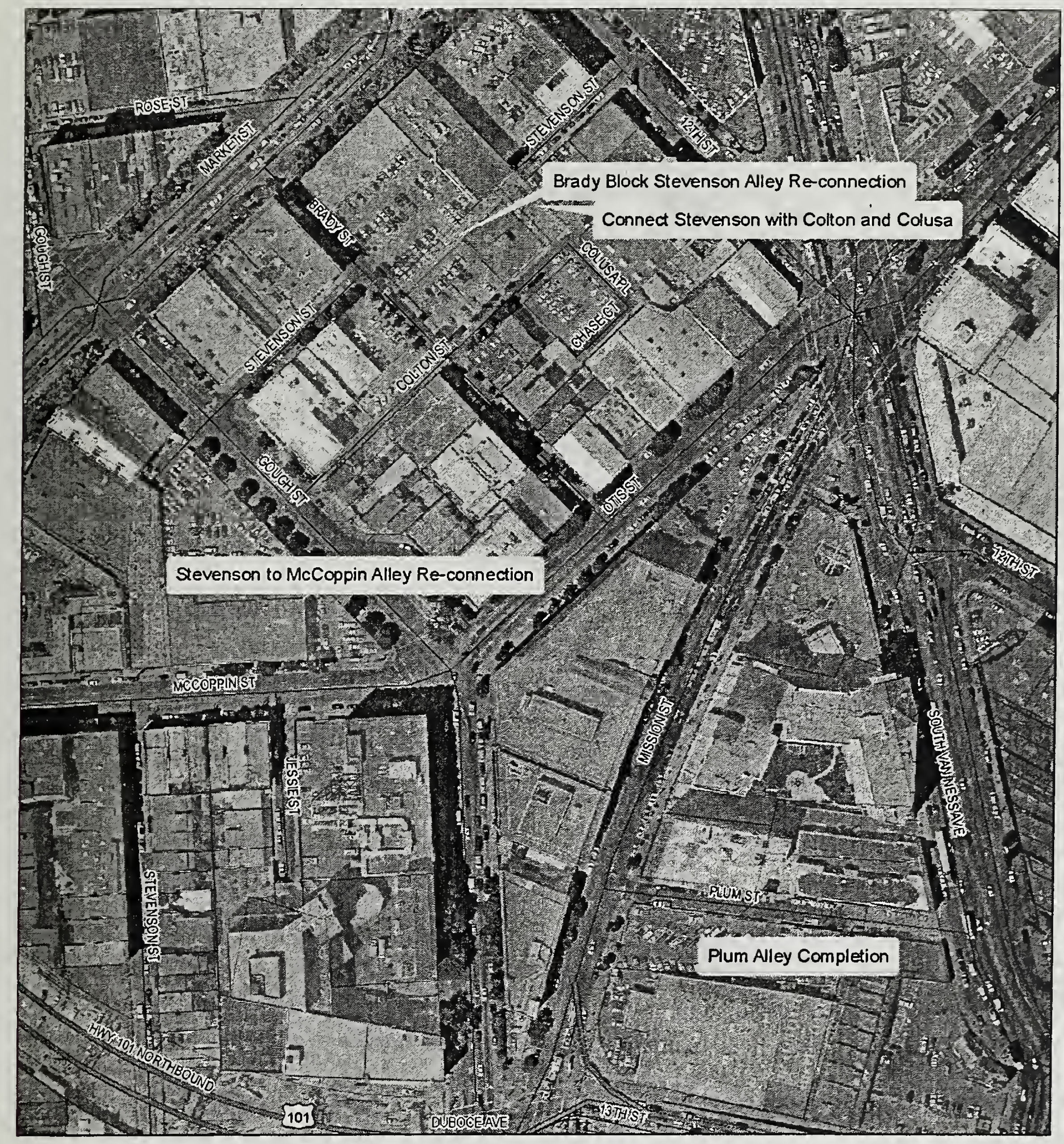
- Parcel 3505029, which is currently vacant, will have to be purchased and dedicated to DPW as a public right-of-way connecting Stevenson Alley with Colton and Colusa Alleys.
- Approximately 4,000 sf. of parcel 3505035, which is currently a surface parking lot, will have to be purchased and dedicated to DPW as a public right-of-way connecting the two disconnected halves of Stevenson Alley.

The alleys differ with respect to how ready they are for right-of-way reconnection. Some are vacant, whereas some still have structures. It should be stressed that in those cases, the reconnection is a long-range policy to be triggered whenever there is a proposed change to the building on the site.






Market Street
Widened sidewalks and tree plantings
Stevenson Alley extension
New public open space
12th Street
Gough Street
Brady Lane
Widened sidewalk / community garden
Otis Street


ROSE ST
MARKET ST
GOUGH ST
STEVENSON ST
12TH ST
Brady Block Stevenson Alley Re-connection
Connect Stevenson with Colton and Colusa
BRADY ST
COLUSA PL
CHASE CT
STEVENSON ST
COLTON ST
GOUGH ST
OTIS ST
12TH ST
Stevenson to McCoppin Alley Re-connection
MCCOPPIN ST
JESSIE ST
MISSION ST
SOUTH VAN NESS AVE
PLUM ST
Plum Alley Completion
STEVENSON ST
HWY 101 NORTHBOUND
101
DUBOCE AVE
13TH ST

Map 1 Alley ROWs Programmed for Re-Establishment

Cost Projection Strategy

Alleyway Reconnections				
	Need	**Unit**	**Cost per unit**	**Cost**
Brady Block Connect Stevenson with Colton and Colusa				
purchase vacant parcel 3505029	2,787	sf	$80.00	0**
development of streetscape	100	lf	$378.50	$37,850.00
Concrete paving	2,787	sf	$20.00	$55,740.00
Brady Block Stevenson Alley Re-connection				
purchase 4000sf of parcel 3505035 to connect Stevenson alley	4,000	sf	$80.00	0**
development of streetscape	180	lf	$378.50*	$68,130.00
Concrete paving	4,000	sf	$20.00	$80,000.00
Stevenson to McCoppin Alley Re-connection				
Purchase portion of parcel 3504030	9,725			
development of streetscape	460	lf	$378.50	$174,110.00
Concrete paving	9,725	sf	$20.00	$194,503.00
purchase of right of way	3,225	sf	$50.00	$161,250.00
development of streetscape	0	lf	$378.50	$0.00
Concrete paving	0	sf	$20.00	$0.00
Alley Reconnection Subtotal				**$1,314,543.00**
Soft Costs				$876,362
Total				**$2,200,000**

**See how this figure is derived below.*

*** Included as costs in the Brady Block Community Park Estimate.*

Typical streetscape (excl. paving)			
	spacing lf	Cost/item	
trees	20	850	$42.50
curb	1	25	$25.00
demo curb	1	5	$5.00
tree grates	20	850	$42.50
trash bins	100	600	$6.00
ped lighting	40	10,000	$250.00
bench	200	1500	$7.50
cost/lf			$378.50

Relevant Agencies

MTA
SFCTA
DPW
DCP

Van Ness Bus Rapid Transit Project

Total capital costs:	$70M
Part of project within Market and Octavia Plan Area:	50%
Derived cost for Market and Octavia section:	$35M

Transit Preferential Streets

Project Scope

Time the lights from Duboce Avenue to The Embarcadero precisely according to the length of time it takes for Muni to board passengers then travel to the next intersection. Consider reverting to the signal timing prior to the Loma Prieta earthquake.

Use a colored asphalt overlay, typically red, and signage to make transit lanes clearly identifiable.

Implement transit preferential treatments, such as stop sign removal and signal preemption/ prioritization, on bus route streets such as Haight/Page, Hayes, Fillmore/Church and Mission Streets. (DPT, Muni)

Implement transit preferential treatments outside the neighborhood along the J, K, L, M and N lines, 22 line, and entire Haight Street and Mission Street corridors to improve frequency and capacity within it. (DPT, Muni).

Cost Projection Strategy

	Number of Intersections	Cost per Fixture	Total
Install Transit preferential signals	33	$ 150,000	$ 4,950,000
Install signs	132	150	$ 19,800
Total			**$ 4,969,800**
Soft Costs			$3,313,200
Total			**$8,283,000**

Relevant Agencies

MTA
SFCTA
DPW
DCP

Dedicated Transit Lanes

Project Scope

Transit-only lanes should be created on Duboce Avenue just west of Church Street to speed passenger boarding at the stops there.

Transit-only lanes should be created along the four-lane segment of Church Street between Duboce Avenue and 16th Street, ensuring that the J and 22 lines will not have to wait more than a single traffic-light cycle.

Implement enforceable transit-only lanes on Market Street east of Octavia Boulevard and Mission Street north of 16th Street. (DPT, Muni) Seek legislation for video enforcement of transit only lanes. (State legislative delegation)

Implement dedicated bus lanes on Van Ness Avenue for Muni and Golden Gate Transit. (DPT, Muni, Caltrans).

See map.

Cost Projection Strategy

Dedicated Transit Lanes	$2,990,000
Soft Costs	$2,000,000
Total	**$4,990,000**

Relevant Agencies

MTA
SFCTA
DPW
DCP

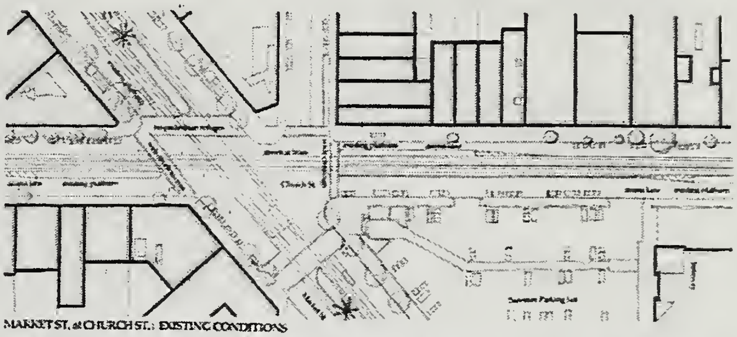
Church Street Improvements

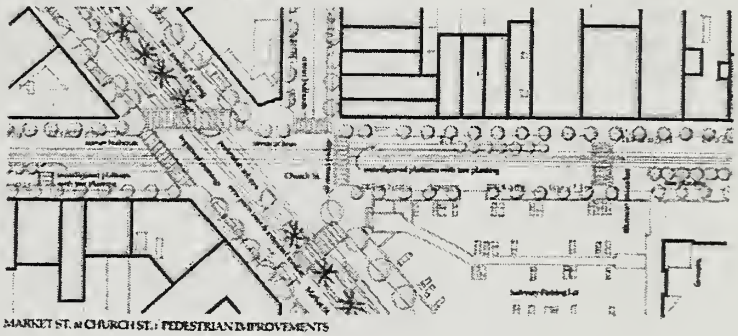
Project Scope

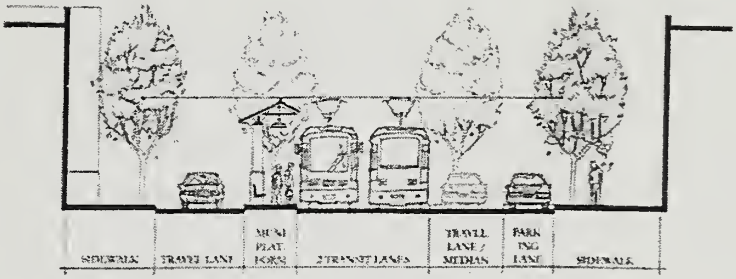
Policy 4.3.4 Enhance the transit hub at Market and Church Street. The length of Church Street from Market Street to Duboce Avenue is one of the city's most important transit centers. It is the transfer point between the Muni Metro and several surface bus and streetcar lines. It is also a center of neighborhood activity, with large volumes of pedestrian and bicycle traffic at all times of the night and day. Despite its importance, the area lacks all but the most basic pedestrian amenities. Relatively simple improvements would dramatically enhance pedestrian and transit rider comfort in the area, making transit a more attractive travel option.

Church Street, north of Market Street, can be re-designed as a pedestrian- oriented transit boulevard with the center reserved for streetcars, but with auto travel still permitted to the right and left. The opportunity for an enhanced streetcar-loading platform on Duboce Street, west of Church Street, exists as well. When these transit-preferential treatments are installed, care should be taken to ensure safe and comfortable pedestrian connections to transit facilities and to accommodate bicycle traffic on Duboce Street.

Church Street, south of Market Street, features wide sidewalks. The intersection should receive special light fixtures, and the streetcar platform shelters could receive a special "Market Street" design.


MARKET ST. at CHURCH ST.: EXISTING CONDITIONS


MARKET ST. at CHURCH ST.: PEDESTRIAN IMPROVEMENTS



Section of Church Street Transit Platforms

Cost Projection Strategy

	Square Feet	Cost per SF	Total Cost
Church Street Transit Improvements	41372	$ 65.32	$2,703,000
Soft Costs			$1,803,000
Total			**$4,510,000**

Relevant Agencies

MTA
SFCTA
DPW
DCP

Neighborhood Fast Pass

Project Scope

Cost Projection Strategy

Neighborhood Fast Pass	$4,470,000	1/4 of new units (5960) times 3000
Administration	$447,000	
Total	$4,917,000	

Relevant Agencies

MTA
SFCTA
DPW
DCP

Bicycle Network Improvements

Project Scope

Cost Projection Strategy

Bicycle Network Improvements	$100,000
Soft Costs	$66,667
Total	$166,667

Relevant Agencies

MTA
DPW

Muni Bike Racks

Project Scope

Policy 5.5.3 Support and expand opportunities for bicycle commuting throughout the city and the region.

Bicycle commuting reduces peak-period commutes by car and has a markedly positive effect in reducing traffic congestion. From a citywide and regional perspective, every effort should be made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting,
aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of secure bicycle parking at transit facilities.

To support bicycle commuting, bicycles need to be permitted on all regional transit operators at peak commute times and secure bicycle parking needs to be provided at regional transit stations.

- Allow bicycles or provide bike racks on all Muni vehicles.

Cost Projection Strategy

Bike bus racks			
Sportsworks racks	30	$600	$18,000
Installation	30	$200	$6,000
Total			$24,000
Soft Costs			$16,000
Total			**$40,000**

Relevant Agencies

MTA

On-Street Bike Racks

Project Scope

Policy 5.5.2 Provide secure and convenient bicycle parking throughout the plan area.

Providing bicycle parking is important to "closing the loop" in making cycling an attractive alternative to driving. In urban areas like San Francisco, secure and convenient bicycle parking, placed in appropriate locations, is an essential amenity for everyday cyclists. Such bicycle parking reduces theft and provides a needed sense of security.

- Building on DPT's bicycle parking program, ensure that adequate bicycle parking is provided in centers of activity such as Hayes Street, Market Street, and the new Octavia Boulevard.
- Require a minimum amount of bicycle parking on-site for any new development that includes automobile parking

Cost Projection Strategy

Bicycle parking on Hayes, Market and Octavia	20	each	$500.00	$10,000

Relevant Agencies

MTA
DPW

Page St Bicycle Boulevard

Project Scope

Policy 5.5.1 Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

The entirety of Page Street has been designated a "Bicycle Priority Street," and it should be treated as a bicycle boulevard. To the greatest extent practicable, stop signs should be removed from Page Street. Where necessary, stop signs can be replaced by traffic circles or roundabouts, as illustrated at right.

Cost Projection Strategy

Bike Boulevards	Need	Unit	Cost per Unit	Total Cost
Intersection Roundabout	5	ls	$75,000	$375,000
Signs	20	each	$150	$3,000
Total				$378,000
Soft Costs				$252,000
Total				**$630,000**

Relevant Agencies

MTA
DPW

Childcare Facilities

Project Scope

Construction costs for new child development centers was provided by the Department of Children, Youth and their Family.

Cost Projection Strategy

		slots with capital costs	Interior sq ft	exterior sq ft	capital costs
Existing Need	721	476	35,699	35,699	$10,709,660
Future need	435	287	21,514	21,514	$6,454,088
Total need	1,156	763	57,212	57,212	$17,163,748

Relevant Agencies

Department of Children, Youth and Their Family

Library Infrastructure

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new library services for new residents.

Cost Projection Strategy

The San Francisco Public Library estimates that providing services to new residents requires a minimum of $69 per new resident.

Relevant Agencies

San Francisco Public Library

Recreational Facilities

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new recreational facilities for new residents. Examples of recreational facilities include:

- Community centers
- Adult education facilities
- Community Performance Venues

Cost Projection Strategy

Cost per square foot is based on costs of like projects.

Relevant Agencies

DPW
Department of Recreation and Parks

Duboce Street Museum

Project Scope

Cost Projection Strategy

Relevant Agencies

DCP
MTA

Policy 4.3.5 Reclaim excess right-of-way around the Muni portal on Duboce Street, west of Market Street, to create a focal point museum that celebrates the reconstruction of historic streetcars.

East of Church Street, beyond the Muni Portal and beneath the Mint, Duboce Street is presently not much more than a utility yard, albeit one where colorful old streetcars are kept and an important, well-used bike path passes through. This site can be transformed into a museum that celebrates San Francisco's streetcar history. An overhead shed-like structure would provide space for a working museum, while at the same time retaining a public path along its southern edge for bicycles and walkers. The new building would provide a much friendlier edge to this public right-of-way than currently exists.

Historic Survey

Project Scope

There is an increasing recognition that an important part of what makes a place special lies its historic resources and the manner in which these are preserved and enhanced. In order to further this goal, the Market and Octavia Plan will now as an important pillar of this effort incorporate a comprehensive survey of the Plan Area in order to chart what resources might need protection.

Cost Projection Strategy

The Department has issued an RFP and selected for the contract Page & Turnbull. Their task will be to complete the survey of the more than 2,000 properties in the Plan Area by 2007 at an estimated cost of $254,640.

Relevant Agencies

DCP
DPW
MTA
SFCTA

Plan Area Monitoring

Project Scope

The Market & Octavia Neighborhood Plan outlines plan goals that cumulatively frame the community's vision for management of growth and development. The plan introduces innovative policies and land use controls to achieve these goals. Successful fruition of the goals requires a coordinated implementation of land use controls, key policies, and community improvements.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be gauged relative to benchmarks called out below.

If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market & Octavia Neighborhood Plan policies, or heighten prioritization of plan area improvements.

Cost Projection Strategy

The anticipated cost of this will primarily consist of staff time, estimated at .5 Full Time Equivalent for each of the four reports.
$200,000

Relevant Agencies

DCP
DPW
MTA
SFCTA

Capital Improvements Program Administration

Project Scope

The Market and Octavia Plan implementation program aims to project necessary funding in concert with projections for community needs over a 20-year period. The Better Neighborhoods Plans are the first in San Francisco to traverse a 20-year time period with this depth of detail; The Market and Octavia Plan is in many ways a pilot effort. As such, it is exploring implementation strategies that will both service the programming and set a precedent for future area plans that include an implementation program.

Implementation of the community improvements programming requires at a minimum: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy.

The City family will continue to explore implementation strategies that include the necessary elements and also attempt to rely on existing administrative processes and procedures. For example capital improvements should be incorporated into various agencies capital programming and the citywide capital improvements program. Additionally existing analysis of priorities and phasing, such as the utility and paving 5-year plan, should consider improvements planned for the Market and Octavia Plan Area. The Planning Department should advocate for a consideration of land use and housing development as a criteria for prioritization of capital improvements by all relevant city agencies

Cost Projection Strategy

4 Percent of program costs.

Relevant Agencies

DCP
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee

Appendix D. Catalog of Relevant Nexus Studies*

	Open Space	Pedestrian Amenities	Vehicle Amenities	Increased Transit Amenities	Bicycle Amenities	Childcare Facilities	Recreational Facilities	Implementation Administration
San Francisco								
San Francisco Transit Impact Fee				C				
Rincon Hill Impact Fee	R	R	R				R	
California								
Assoc Monterey Bay Area Governments			R,C	R,C				
Fairfield	R							
Gilroy	R,C						R, C	R, C
Kern COG			R,C	R,C				
Palo Alto		R,C			R,C			
Redwood City	C							
Sacramento, CA	R,C		R,C	R,C			R,C	
San Bernadino AG			R,C	R,C				
South San Francisco						R,C		
Western Riverside Council of Governments			R,C	R,C				
Woodland, CA	R,C		R,C	R,C			R,C	R, C
Other High Density Neighborhoods								

R - nexus with residential development,
C - nexus with commercial development.
**Additional studies may be added to this table*

Appendix E. Determining Service Population's Fair Share Demand of New Infrastructure

	ercentage of mercial Demand butable to New evelopment	New Residential	New Commerical
Open Space			
"Living Street" Improvements for select Alleys	0.14	$7,150,000	$920,000
Street Tree Plantings for Key Streets	1.00	$16,980,000	$4,080,000
Brady Park - New Open Space SoMa West	1.00	$1,990,000	$480,000
McCoppin Plaza - New Open Space	1.00	$730,000	$180,000
McCoppin Plaza Extension - New Open Space	1.00	$1,640,000	$400,000
McCoppin Street Greening	1.00	$1,090,000	$270,000
Patricia's Green in Hayes Valley - Recently Built	1.00	$0	$0
Under Freeway Park - Near Valencia Street	1.00	$2,020,000	$490,000
Hayes Green Rotating Art Project	0.14	$60,000	$10,000
Moving People and Goods			
Octavia Boulevard - Recently Built	0.14	$0	$0
Immediate Freeway Mitigation	0.14	$150,000	$20,000
Study Further Central Freeway Removal	0.14	$50,000	$10,000
Hayes Street Traffic Study	0.14	$50,000	$10,000
Improve Safety of City Parking Garages	0.14	$20,000	$10,000
Parking Supply Survey and Program Recommendations	0.14	$70,000	$10,000
Pedestrian Improvements for Priority Intersections	0.14	$3,230,000	$420,000
Extend Octavia ROW to Golden Gate Avenue	0.14	$360,000	$50,000
Church Street and Van Ness Avenue Muni Metro Entrance	0.14	$470,000	$60,000
Widen Hayes Street Sidewalk	0.14	$510,000	$70,000
Dolores Street Median Extension	0.14	$40,000	$10,000
Re-establishment of Vacated Alleyways	0.14	$480,000	$70,000
Van Ness Bus Rapid Transit Project	0.14	$12,720,000	$1,640,000
Transit Preferential Street Improvements	0.14	$1,810,000	$240,000
Dedicated Transit Lanes	0.14	$1,090,000	$140,000
Church Street Improvements	0.14	$990,000	$130,000
Transit Pass Program, as parking mitigation	0.00	$0	$0
Bicycle Network Improvements	0.14	$40,000	$10,000
Muni Bike Racks	0.14	$10,000	$10,000
On-Street Bike Racks	0.14	$10,000	$10,000
Page St Bicycle Boulevard	0.14	$140,000	$20,000
Childcare Facilities			
Existing Needs (deficit)	0.00	$0	$0
Future Needs	0.00	$6,460,000	$0
Library Materials	0.00	$690,000	$0
Recreational Facilities	0.00	$10,100,000	$0
Duboce Streetcar Museum	0.00	$0	$0
Historic Resource Survey	1.00	$0	$0
Plan Area Monitoring	1.00	$170,000	$40,000
Capital Improvements Program Administration	1.00	$5,700,000	$1,370,000
Total		**$77,020,000**	**$11,180,000**

	Total Costs	Costs Valid for Impact Fee	Residential Demand Rate	Commercial Demand Rate	Residential Value	Commercial Value	Percentage of Residential Demand Attributable to New Development	Percentage of Commercial Demand Attributable to New Development	New Residential	New Commerical
Open Space										
"Living Street" Improvements for select Alleys	$32,760,000	$32,760,000	1.00	0.24	$26,420,000	$6,340,000	0.27	0.14	$7,150,000	$920,000
Street Tree Plantings for Key Streets	$21,050,000	$21,050,000	1.00	0.24	$16,980,000	$4,080,000	1.00	1.00	$16,980,000	$4,080,000
Brady Park - New Open Space SoMa West	$2,470,000	$2,470,000	1.00	0.24	$1,990,000	$480,000	1.00	1.00	$1,990,000	$480,000
McCoppin Plaza - New Open Space	$900,000	$900,000	1.00	0.24	$730,000	$180,000	1.00	1.00	$730,000	$180,000
McCoppin Plaza Extension - New Open Space	$2,030,000	$2,030,000	1.00	0.24	$1,640,000	$400,000	1.00	1.00	$1,640,000	$400,000
McCoppin Street Greening	$1,350,000	$1,350,000	1.00	0.24	$1,090,000	$270,000	1.00	1.00	$1,090,000	$270,000
Patricia's Green in Hayes Valley - Recently Built	$1,500,000	$0	1.00	0.24	$0	$0	1.00	1.00	$0	$0
Under Freeway Park - Near Valencia Street	$2,500,000	$2,500,000	1.00	0.24	$2,020,000	$490,000	1.00	1.00	$2,020,000	$490,000
Hayes Green Rotating Art Project	$250,000	$250,000	1.00	0.24	$210,000	$50,000	0.27	0.14	$60,000	$10,000
Moving People and Goods										
Octavia Boulevard - Recently Built	$42,000,000	$0	1.00	0.24	$0	$0	0.27	0.14	$0	$0
Immediate Freeway Mitigation	$660,000	$660,000	1.00	0.24	$540,000	$130,000	0.27	0.14	$150,000	$20,000
Study Further Central Freeway Removal	$200,000	$200,000	1.00	0.24	$170,000	$40,000	0.27	0.14	$50,000	$10,000
Hayes Street Traffic Study	$200,000	$200,000	1.00	0.24	$170,000	$40,000	0.27	0.14	$50,000	$10,000
Improve Safety of City Parking Garages	$70,000	$70,000	1.00	0.24	$60,000	$20,000	0.27	0.14	$20,000	$10,000
Parking Supply Survey and Program Recommendations	$300,000	$300,000	1.00	0.24	$250,000	$60,000	0.27	0.14	$70,000	$10,000
Pedestrian Improvements for Priority Intersections	$14,810,000	$14,810,000	1.00	0.24	$11,940,000	$2,870,000	0.27	0.14	$3,230,000	$420,000
Extend Octavia ROW to Golden Gate Avenue	$1,630,000	$1,630,000	1.00	0.24	$1,310,000	$320,000	0.27	0.14	$360,000	$50,000
Church Street and Van Ness Avenue Muni Metro Entrances	$2,140,000	$2,140,000	1.00	0.24	$1,730,000	$420,000	0.27	0.14	$470,000	$60,000
Widen Hayes Street Sidewalk	$2,330,000	$2,330,000	1.00	0.24	$1,880,000	$450,000	0.27	0.14	$510,000	$70,000
Dolores Street Median Extension	$180,000	$180,000	1.00	0.24	$140,000	$40,000	0.27	0.14	$40,000	$10,000
Re-establishment of Vacated Alleyways	$2,200,000	$2,200,000	1.00	0.24	$1,770,000	$430,000	0.27	0.14	$480,000	$70,000
Van Ness Bus Rapid Transit Project	$58,340,000	$58,340,000	1.00	0.24	$47,050,000	$11,300,000	0.27	0.14	$12,720,000	$1,640,000
Transit Preferential Street Improvements	$8,290,000	$8,290,000	1.00	0.24	$6,680,000	$1,610,000	0.27	0.14	$1,810,000	$240,000
Dedicated Transit Lanes	$4,990,000	$4,990,000	1.00	0.24	$4,020,000	$970,000	0.27	0.14	$1,090,000	$140,000
Church Street Improvements	$4,510,000	$4,510,000	1.00	0.24	$3,640,000	$880,000	0.27	0.14	$990,000	$130,000
Transit Pass Program, as parking mitigation	$4,920,000	$0	0.00	0.00	$0	$0	0.00	0.00	$0	$0
Bicycle Network Improvements	$170,000	$170,000	1.00	0.24	$140,000	$40,000	0.27	0.14	$40,000	$10,000
Muni Bike Racks	$40,000	$40,000	1.00	0.24	$40,000	$10,000	0.27	0.14	$10,000	$10,000
On-Street Bike Racks	$20,000	$20,000	1.00	0.24	$20,000	$10,000	0.27	0.14	$10,000	$10,000
Page St Bicycle Boulevard	$630,000	$630,000	1.00	0.24	$510,000	$130,000	0.27	0.14	$140,000	$20,000
Childcare Facilities										
Existing Needs (deficit)	$10,710,000	$0	0.00	0.00	$0	$0	0.00	0.00	$0	$0
Future Needs	$6,460,000	$6,460,000	1.00	0.00	$6,460,000	$0	1.00	0.00	$6,460,000	$0
Library Materials	$690,000	$690,000	1.00	0.00	$690,000	$0	1.00	0.00	$690,000	$0
Recreational Facilities	$11,310,000	$11,310,000	1.00	0.12	$10,100,000	$1,220,000	1.00	0.00	$10,100,000	$0
Duboce Streetcar Museum	$3,750,000	$0	1.00	0.00	$0	$0	0.27	0.00	$0	$0
Historic Resource Survey	$260,000	$0	1.00	0.24	$0	$0	1.00	1.00	$0	$0
Plan Area Monitoring	$200,000	$200,000	1.00	0.24	$170,000	$40,000	1.00	1.00	$170,000	$40,000
Capital Improvements Program Administration	$7,060,000	$7,060,000	1.00	0.24	$5,700,000	$1,370,000	1.00	1.00	$5,700,000	$1,370,000
Total	$253,750,000	$190,740,000			$156,260,000	$34,690,000			$77,020,000	$11,180,000

VI. Additional Materials

PROPOSED INTERIUM PROCEDURES FOR PERMIT REVIEW FOR HISTORIC RESOURCES WITHIN THE MARKET AND OCTAVIA AREA PLAN

Below is a set of proposed interim building permit review policies developed to provide additional protection for potential historic resources in the Market and Octavia Area Plan while the historic resources survey is being completed. Once the historic resources survey data is completed and the Market and Octavia Area Plan is adopted these policies described below will expire and the Preservation Policies in the Area Plan will take effect. The policies below are intended to outline how the Neighborhood Planning Unit will review building permits applications for projects within the Plan Area during this interim period. In addition to this set of interim policies, the Planning Department has drafted a letter that will be sent to property owners in the increased scrutiny areas (see Map 12 Increased Scrutiny Areas below). The areas of increased scrutiny were determined based on several factors including existing historic survey information, and a windshield survey of Market Street. Within the policies below, some may apply only to the historically sensitive areas, while others will be applied across the entire Plan Area.

A. Mandatory Discretionary Review (DR) required for all proposed new construction over 50 feet within the entire Plan Area.

A Mandatory Discretionary Review (DR) hearing will be required for construction over 50 feet for all zoning districts and use size that do not already require a Conditional Use Authorization. This applies to all construction that will result in an increased building envelope with a height that is equal to or exceeds 50 feet as measured by the Planning Code. The Planning Commission may review proposals in accordance with the criteria based on findings found in Planning Code §303(c). Buildings that are within the Plan Area's high scrutiny areas (see Map 12 Increased Scrutiny Areas below) will be reviewed by the Landmarks Board in a public hearing.

B. All proposed demolition cases for properties within the Plan Area for buildings constructed prior 1961 will be forwarded to the Landmarks Board.

When a proposed building permit application may effect a potential or known historic resource the Department requires the applicant to file an Environmental Evaluation Application (EE). The purpose of an EE is to comply with the California Environmental Quality Act (CEQA). A summary of the process is found in the Planning Department's Preservation Bulletin 16. When an application is filed with the Major Environmental Analysis Unit of the Planning Department (MEA), the supporting Historic Resource Evaluation (HRE) prepared by a qualified professional consultant is forwarded to a Preservation Technical Specialist within the Neighborhood Planning Unit for review. At that time copies of the application and HRE will be forward the members of the Landmarks Board for comment. The Board's comments will be forwarded to Planning Department for incorporation into the project's final environmental evaluation document.

B. All exterior modification building permits applications for buildings erected before 1961 within the Plan Area will be reviewed by a Preservation Technical Specialist

With special consideration to the increased scrutiny areas (see attached Map 12, Increased Scrutiny Areas) all building permit applications for exterior modifications (exclusive of maintenance or repair permits, such as re-roofing, or replacement front stairs) will be reviewed by a Preservation Tech Spec, or will be approved under their supervision. Depending on amount of proposed change proposed, some permits might be able to be approved at the Planning Information Center (PIC) by a Preservation Technical Specialist. Commercial storefront alterations are included in this requirement.

C. **All proposed new curb cuts and garage applications for buildings constructed before 1961 within the Plan Area will be reviewed by a Preservation Technical Specialist.**

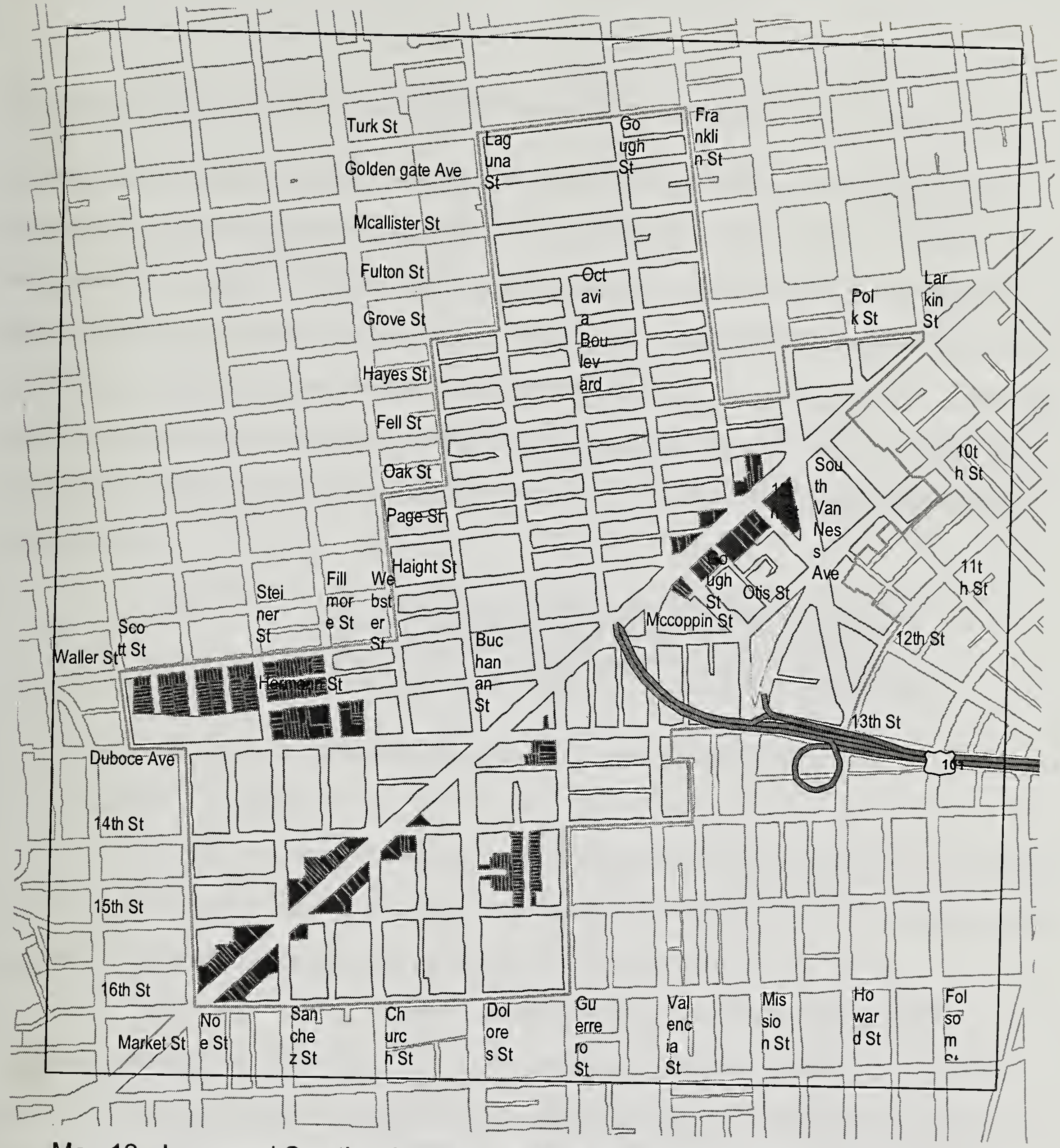
In cases where a new garage is proposed on the main elevation of a building, additional review by a Preservation Technical Specialist will be required. Review will take into consideration policies of the Market and Octavia Area Plan, as well as preservation of significant architectural features; significant trees; as well as other code-mandated regulations.

D. **Neighborhood Association Block Book Notations (BBN) for all building permit activities reviewed by Planning Department.**

The Planning Department will offer to register all of the neighborhood associations affected by the Area Plan for Block Book Notations (BBN). Each association will select the block(s) of their interest within the plan area, and the Department will notify them by mail or phone when a permit application is submitted to the Department for review. The Department will hold the building permit application for a period of 10 days for review by all interested parties.

E. **All proposed projects within the increased scrutiny areas requiring Planning Code Sections 311 and 312 notifications for new construction or alteration will be sent to the members of the Landmarks Board.**

This would add members of the Landmarks Board to the list of parties receiving notification. Individual members of the Landmarks Board may provide comment to the Department.


Turk St
Golden gate Ave
Mcallister St
Fulton St
Grove St
Hayes St
Fell St
Oak St
Page St
Haight St
Waller St
Scott St
Steiner St
Fillmore St
Webster St
Hermann St
Buchanan St
Duboce Ave
14th St
15th St
16th St
Market St
Noe St
Sanchez St
Church St
Dolores St
Guerrero St
Valencia St
Mission St
Howard St
Folsom St
Laguna St
Gough St
Franklin St
Octavia Boulevard
Polk St
Larkin St
South Van Ness Ave
10th St
11th St
12th St
13th St
Otis St
Mccoppin St
101

Map 12 - Increased Scrutiny-Areas in the Market and Octavia Plan Area

■ "Increased Scrutiny" Areas

□ Market-Octavia Area Plan Boundary

N
0 400 800 1,600 Feet
0 125 250 500 Meters

FILE NO. ORDINANCE NO.

[Approving General Plan Amendments Related to Market & Octavia Area Plan.]

Ordinance amending the San Francisco General Plan by adding a new area plan entitled the Market & Octavia Area Plan, and approving General Plan amendments to implement the Market and Octavia Neighborhood Plan by amending the Commerce and Industry, Housing, Recreation and Open Space and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index; making environmental findings and findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

Note: Additions are *single-underline italics Times New Roman*;
deletions are ~~*strikethrough italics Times New Roman*~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

A. Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

B. On __________, the Board of Supervisors received from the Planning Department the proposed General Plan amendments including the addition of a new area Plan, the Market and Octavia Area Plan, and related General Plan amendments to the Commerce and Industry, Housing, Recreation and Open Space and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index which was adopted by the Planning Commission on __________ (the "Market and Octavia Area Plan Amendment").

C. Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to Act within 90 days of receipt of the proposed Market and Octavia Area Plan Amendment, then the proposed amendment shall be deemed approved.

D. San Francisco Planning Code Section 340 provides than an amendment to the General Plan may be initiated by a resolution of intention by the Planning Commission, which refers to, and incorporates by reference, the proposed General Plan amendment. Section 340 further provides that Planning Commission shall adopt the proposed General Plan amendment after a public hearing if it finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendment or any part thereof. If adopted by the Commission in whole or in part, the proposed amendment shall be presented to the Board of Supervisors, which may approve or reject the amendment by a majority vote.

E. On __________, the Planning Commission initiated amendments to the General Plan, the Market and Octavia Area Plan Amendment, at a duly noticed public hearing.

F. On __________, at a duly noticed public meeting, the Planning Commission certified the Final EIR for the proposed Market and Octavia Neighborhood Plan (the "Project") by Motion No. __________ finding the Final EIR reflected the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized and reviewed comply with the provisions of the California Environmental Quality Act ("CEQA") (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. A copy of the Final EIR is on file with the Clerk of the Board in File No. ________________________.

G. The Project evaluated in the Final EIR includes amendments to the General Plan, Planning Code and Zoning Map related to the Project proposed by the Planning Department. The Market and Octavia Area Plan Amendment is an action proposed by the Planning Department that is within the scope of the Project evaluated in the Final EIR.

H. At the same hearing during which the Planning Commission certified the Final EIR, the Planning Commission adopted CEQA Findings with respect to the approval of the proposed Market and Octavia Area Plan Amendment in Motion __________ and adopted the Market and Octavia Area Plan Amendment in Resolution __________, finding that the public necessity, convenience and general welfare required the proposed amendments. The letter from the Planning Department transmitting the proposed Market and Octavia Area Plan Amendment to the Board of Supervisors, the Final EIR and supplemental material described above, the CEQA Findings adopted by the Planning Commission with respect to the approval of the Market and Octavia Area Plan Amendment, including a mitigation monitoring and reporting program and a statement of overriding considerations, the Market and Octavia Area Plan Amendment and the Resolution approving the Market and Octavia Area Plan Amendment are on file with the Clerk of the Board in File No.______________________________. These and any and all other documents referenced in this Ordinance have been made available to, and have been reviewed by, the Board of Supervisors, and may be found in either the files of the City Planning Department, as the custodian of records, at 1660 Mission Street in San Francisco, or in File No. ______________________________ with the Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco and incorporated herein by reference.

I. The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings adopted by the Planning Commission in support of the approval of the Market and Octavia Area Plan Amendment, including the mitigation monitoring and reporting program and the statement of overriding considerations, and hereby adopts as its own and incorporates the CEQA Findings contained in Planning Commission Motion 17201 by reference as though such findings were fully set forth in this Ordinance.

J. The Board of Supervisors endorses the implementation of the mitigation measures identified in the Planning Commission's CEQA Findings for implementation by other City Departments and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings, including the mitigation monitoring and reporting program contained in the referenced CEQA Findings.

K. The Board of Supervisors finds that no substantial changes have occurred in the Project proposed for approval under this Ordinance that will require revisions in the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the Project proposed for approval under the Ordinance are undertaken which will require major revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR and no new information of substantial importance to the Project as proposed for approval in the Ordinance has become available which indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible which would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

M. The Board of Supervisors finds, pursuant to Planning Code Section 340, that the Market and Octavia Area Plan Amendment set forth in the documents on file with the Clerk of the Board in File No. ____________________ will serve the public necessity, convenience and general welfare for the reasons set forth in Planning Commission Resolution No. __________ and incorporates those reasons herein by reference.

N. The Board of Supervisors finds that the Market and Octavia Area Plan Amendment as set forth in the documents on file with the Clerk of the Board in File No. ______________________, are in conformity with the General Plan, as it is amended by this Ordinance, and the eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. __________. The Board hereby adopts the findings set forth in Planning Commission Resolution No. __________ and incorporates those findings herein by reference.

Section 2. The Board of Supervisors hereby approves the proposed Market and Octavia Area Plan Amendment, an amendment to the General Plan as recommended to the Board of Supervisors by the Planning Commission on __________, and referred to above.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: ______________________
Susan Cleveland-Knowles
Deputy City Attorney

GP Amendments – Attachment to General Plan Ordinance

Exhibit M-3 Proposed Amendments to the General Plan

Exhibit M-3.1 Market And Octavia Area Plan

This entire section is new. Proposed new text in this section is not underlined.

Exhibit M-3.2 Amendments to the General Plan
Section 3: The Commerce and Industry Element of the San Francisco General

Plan is herby amended to read as follows:

POLICY 6.6 Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

The application of other policies under this "neighborhood commercial" objective results in land use distribution patterns shown on the Generalized Neighborhood Commercial Land Use and Density Plan as shown on the accompanying map. Neighborhood Commercial zoning districts should conform to the map, although minor variations consistent with the policies may be appropriate. The Generalized Neighborhood Commercial Land Use and Density Plan provides for the following categories of neighborhood commercial districts:

Neighborhood Commercial Clusters
These districts provide a limited range of convenience retail goods and services to residents in the immediate neighborhood typically during daytime hours. In general, these districts should be limited to no more than one or two blocks of continuous retail frontage. Some districts may extend for several blocks with small stores, sometimes interspersed among housing. Generally, commercial uses should be limited to the ground floor and the upper stories should be residential. These districts are intended to be located in neighborhoods which do not have the need for or capacity to handle larger-scale commercial activities.

Small-Scale Neighborhood Commercial Districts
These districts provide convenience goods and services to the local neighborhood as well as limited comparison shopping to a wider market area. The size of these districts may vary from one to three blocks to several blocks in length. Commercial building intensity should be limited to the first two stories with residential development occasionally interspersed. Upper stories should be reserved for residential use. These districts are typically linear and should be located along collector and arterial streets which have transit routes.

Moderate-Scale Neighborhood Commercial Districts
These districts provide a wide range of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to local residents. These districts can be quite large in size and scale and may include up to four stories of commercial development, although most districts have less. They may include residential units on the upper stories. Due to the moderately-large scale and levels of activity, these districts should be located along heavily-trafficked thoroughfares which also serve as major transit routes.

Neighborhood Commercial Shopping Centers

These districts provide retail goods and services for car-oriented shoppers. Typically, the district contains mostly one-story and a few two-story buildings with a substantial amount of off-street parking. Except for the largest NC-S districts, goods and services can range from groceries to a full range of merchandise. Residential uses are permitted but are uncommon. Because these districts provide an alternative building format with more parking opportunities than the traditional liner shopping districts, they should be located where their design is compatible with existing neighborhood scale and where they compatibly supplement other traditional commercial districts in serving new or low-density areas.

Individual Neighborhood Commercial Districts

These districts generally are small- or moderate-scale commercial districts undergoing rapid economic change, or potentially subject to intense development pressure. In most districts, separate zoning controls specific to each district's particular needs and characteristics are needed to deal with the economic growth and land use changes which each area is experiencing. In some districts, eating and drinking uses have proliferated, displacing other types of retail goods and services needed by the neighborhood. Financial institutions, such as banks and savings and loan associations, have multiplied in certain districts, displacing other types of businesses, tending to concentrate and create nodes of congestion, and sometimes detracting from the visual and design character of the district. In many individual districts, special controls are necessary to protect existing housing from conversion to commercial use and encourage the development of new housing. Certain other districts in mature, low-density residential areas may require special controls to protect the existing scale and character of development and to prevent undue congestion.

Neighborhood Commercial Transit Districts

These districts serve high volumes of transit, pedestrian, and bicycle traffic, and therefore are oriented towards the pedestrian realm. These districts generally restrict automobile oriented services. They can be large or small in scale, but always accommodate ample housing. To maintain the mixed-use character of the district, most commercial uses are permitted on the ground floor and lower levels and housing is strongly encouraged at upper levels. The focus of service and retail uses are neighborhood serving, however transit districts generally offer comparison shopping for surrounding neighborhoods and may also offer niche or specialty shops and services. Individual districts often have specific zoning controls and design principles which detail specific preferences that acknowledge the existing context.

GUIDELINES FOR SPECIFIC USES, Auto-Oriented Facilities

Most uses have the potential to be auto-oriented, depending on the extent to which patrons, employees, and other visitors arrive by automobile. In general, however, the uses which tend to be the most auto-oriented are those which:

- Serve automobiles directly, such as gas or service stations, auto repair garages, or automobile washes;
- Serve customers while in their cars, such as drive-through windows for banking, food service or film processing;
- Provide convenience goods and services such as fast food restaurants or take-out food, convenience grocery stores, financial services (with ~~or~~ ~~*without automated*~~ *drive-up* teller services ~~*machines), or post offices*~~;
- Sell bulky items or items purchased in volume such as furniture or appliance stores, supermarkets, and large discount stores; and
- Operate at times or for purposes ~~*for which*~~ *in such a manner that* most customers view alternate modes of transportation as impractical ~~*inconvenient, such as dinner restaurants, 24-hour stores, evening entertainment uses, and hospitals*~~.

Any use exhibiting some or all of these characteristics should be carefully evaluated for its potential impact on the transportation systems serving it (See Policy 9 for guidelines on parking demand analysis). Uses which are expected to generate significant adverse impacts on the transportation systems serving them should not be permitted.

Non-thoroughfare transit-preferential streets, collector, local and recreational streets which are located in residential areas, as designated in the Transportation Element of the Master Plan, are not considered appropriate for auto-oriented facilities. Certain major and secondary thoroughfares are appropriate for auto-oriented or drive-up facilities.

Such uses which exhibit these characteristics should not be located in areas where large numbers of children are present, in order to avoid pedestrian-vehicular conflicts. Typically, the use should not be within 500-foot walking distance of an elementary or secondary school.

Section 4. The Recreation and Open Space Element of the San Francisco

General Plan is herby amended to read as follows:

Objective 4: Provide Opportunities For Recreation And The Enjoyment Of Open Space In Every San Francisco Neighborhood.

Every neighborhood should be served by adequate public open space and recreation facilities. Neighborhood parks and recreation facilities are essential; many people are unable to use citywide facilities if they are not located nearby. This is especially important for the very young and for the elderly whose mobility is limited.

High land costs and a shortage of vacant sites restrict opportunities to provide new open space in many neighborhoods. For this reason, it is important that the city maximize use of existing facilities. Making the best use of parks and recreation areas can help offset the limited opportunities to create new ones and can bring the most immediate improvement in services to San Francisco neighborhoods.

This section has general policies for neighborhood open space and recreation. More detailed plans for neighborhood open spaces are included in Special Area Plans which have, or will be adopted as part of the General Plan. The general policies in this Element are applied in the preparation of the Special Area Plans, and more specific in this Element are applied in the preparation of the Special Area Plans, and more specific recreation and open space proposals are developed. The more specific proposals may be found in the following plans: Western Shoreline, Central Waterfront, Northeastern Waterfront, Chinatown, The Downtown, Rincon Hill, *Market Octavia*, and South Bayshore.

Section 5: The Transportation Element of the San Francisco General Plan is

herby amended to read as follows:

Policy 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.

Land use controls that will lead to a sustainable mode split, and reduced congestion could include:

- *Establishing parking caps for residential and commercial uses*
- *Encouraging increased bicycle use by providing bicycle parking and related facilities, including showers and lockers at employment centers*
- *Requiring secure bicycle parking in new multifamily housing developments*

TABLE 1: CLASSIFICATION OF ELEMENTS IN VEHICLE CIRCULATION PLAN

Freeways

Limited access, very high capacity facilities; primary function is to carry intercity traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections in the city.

Major Arterials

Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

Transit Conflict Streets

Streets with a primary transit function which are not classified as major arterials but experience significant conflicts with automobile traffic.

Secondary Arterials

Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.

Recreational Street

A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area. There should be adequate parking outside of natural areas.

Collector Streets

Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials. To be identified in area plans.

Local Streets

All other streets intended for access to abutting residential and other land uses, rather than for through traffic; generally of lowest capacity.

Living Streets

"Living streets" can include streets, alleys and other public rights-of-way. They serve as both an open space resource for residents and visitors as well as a thoroughfare for local traffic. Physical improvements to living streets should include traffic calming measures and consistent tree plantings to create a residential oriented open space amenity that co-exists with limited vehicular traffic. Living streets primarily serve pedestrians and bicyclists, but should also accommodate local automobile traffic and parking. On living streets, pedestrians take precedent over automobile traffic; programming may include pedestrian enclaves (see discussion following Policy 25.3).

Congestion Management (CMP) Network

The network of freeways, state highways and major arterials established in accordance with state Congestion F Management legislation. Transit Conflict Streets are included in this network as well.

Metropolitan Transportation System (MTS) Streets, Highways and Freight Network

A regional network for San Francisco of freeways, major and secondary arterials, transit conflict and recreational streets meeting nine criteria developed by the Metropolitan Transportation Commission as part of the Regional Transportation Plan. The criteria identify facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function. Due to the specific nature of the criteria, the MTS street and highway network is generally consistent with, but not identical to, the CMP network.

Relationship Between Function and Physical Design

No rigid design standards can be established on the basis of the functional categories established above, although higher capacities will generally be associated with freeways and major arterials. Capacities must be determined on the basis of the level of traffic demand, the space available for traffic and the nature of the surrounding environment.

TABLE 2: DESIGN GUIDELINES FOR STREETS

Major and Secondary Arterials

Where residential uses abut on major and secondary arterials, they should be screened visually and physically wherever possible.

A consistent pattern of trees at regular intervals should be used to identify major streets.

Medians should be landscaped with attention given not to diminish the safety and sightlines of traffic, especially at intersections.

Extensive buffers should be used to separate busy arterials from active pedestrian areas.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

The brightness (apparent illumination) of street lighting should be greater than on residential streets and the color or hue different from that on residential streets.

Destination information should be concentrated on major streets with signs used to route traffic on the major streets system.

Local Residential Streets

Excessive traffic speeds and volumes should be restricted and discouraged by **every means possible.**

Where possible, vehicular access directly to and from local streets should be from other than major arterials, e.g., via a secondary arterial or collector street.

When alternate access is possible, residences should not access to major arterials.

Local streets, other than collectors, should be primarily for access to residences and to serve for emergency vehicles; pedestrian-dominant streets with the maximum feasible amount of street space devoted to environmental amenities desired and needed by the residents.

Residential streets should be well-lighted without being excessively bright.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

Intersections

All intersections should accommodate safe pedestrian crossings. Accommodations may include bulb-outs to shorten the distance that pedestrians must cross; pedestrian refugees in the middle of major arterials such as Market Street, for pedestrians to rest safely if they do not cross within one light cycle; and preferential or on-demand signaling for intersections with low pedestrian volumes. Every street intersection should accommodate pedestrian crossings safely; intersections that sacrifice pedestrians crossing opportunities to better accommodate automobile traffic should be re-designed.

Street width, traffic controls, destination and route information and illumination should be maximized at the intersection of two major arterials.

Two intersecting residential streets should have minimal roadway width, wide sidewalks and no change in illumination from that on the streets themselves.

Intersections of residential streets and major arterials that are not transit corridors should be minimized; where they must intersect, cross and left-turn movements should be limited by curb alignments or medians.

TABLE 3: GUIDE TO THE VEHICLE CIRCULATION PLAN

NOTE: This section refers to the **Vehicle Circulation Plan** map. Except where indicated no increase in the vehicular capacity of any thoroughfare is intended.

Bernal Heights Boulevard

This boulevard should function as a recreational street, with emphasis on pedestrian and bicycle use and with minimal auto capacity.

Central Freeway

Alternatives to retrofitting the portion north of Mission Street should address and resolve the urban design, street livability (especially Oak, Fell and Laguna) and environmental problems created by the existing viaduct.

Areas directly beneath the Central Freeway should be activated to minimize the division between neighborhoods, and barriers for pedestrians. Activation of these spaces could be achieved through the development of commercial facilities, recreation spaces or other pedestrian traffic generating uses.

A comprehensive study of benefits and impacts of removal of the Central Freeway south of Market Street should be conducted. This study should include analysis of the impacts and benefits on surrounding neighborhood livability, local and regional transportation, especially Muni and regional transit services, and economic impacts.

Cross-Over Drive

There should be no connection with John F. Kennedy Drive. The Drive should be redesigned to minimize its intrusion in the Park, with a capacity similar to Park-Presidio Boulevard, and should be carefully aligned to avoid tree removal.

Doyle Drive

This road should be improved for greater safety and minimal conflict with the recreational and scenic values of the Presidio; design capacity should be no greater than three lanes in each direction.

The Embarcadero

The roadway between Mission Bay and North Point Streets is being reconstructed as an attractive landscaped roadway having at least two moving lanes in each direction, an exclusive transit right-of-way, bicycle lanes and separated access and loading areas at piers in maritime use.

Frederick Street

If Kezar Drive is reconfigured, this street would no longer be required for truck traffic and should be changed to a local street function.

Geary Boulevard

To the extent possible most east-west travel in the Western Addition and Inner Richmond should be channeled onto this street to divert traffic from nearby residential streets. Employing TSM measures at key intersections and improved left-turn connections are desirable.

Gough Street

This street should not be widened or made unidirectional north of Pine Street. *Transportation improvements on this street should be conscious of increased transit and pedestrian activity where the Hayes Gough Neighborhood Commercial Transit district crosses Gough Street.*

Great Highway

The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles and safe pedestrian crossings.

Guerrero Street

Although Guerrero, Valencia and South Van Ness serve as major and secondary arterials at the present, the improvement of transit service should be accompanied by steps to reduce through traffic and make these streets more compatible with residential uses.

Harney Way

Proposed to serve Candlestick Park, Hunter's Point and new freight, commercial and recreational development. Refer to South Bayshore and Hunter's Point Naval Shipyard Conversion Plan.

John F. Kennedy Drive

Through, non-park automobile traffic on this recreational drive should be eliminated.

Kezar Drive

This road should be reconfigured to restore the corner of the park to full recreational use; design capacity no greater than that of the Fell and Oak couple.

Market Street

~~This street should be no more than four through traffic lanes between Octavia and Castro Streets.~~ *Market Street should be honored and protected as San Francisco's visual and functional spine. The City should engage in a comprehensive redesign of Market Street from the Embarcadero to Castro Street. Improvements to Market Street should emphasize its importance for pedestrians, cyclists, and transit.*

Nineteenth Avenue

This heavily trafficked street should be landscaped as a parkway with the same capacity. Simultaneous measures should be taken to maintain the low levels of through traffic on parallel streets.

OShaughnessy Boulevard

Functionally, this route must provide for crosstown movements; in design, it should remain a scenic-recreational drive, not intended for heavy traffic.

Pine Street-Bush Street

As transit service in the corridor is improved, priority should be given to calming traffic and landscaping along these residential streets west of Van Ness Avenue.

Valencia Street

This street should act as a neighborhood collector street as well as a principal bicycle arterial.

POLICY 20.2

Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

Limiting curbcuts allows traffic, specifically transit vehicles, to proceed more efficiently. New curb cuts for access to private property should be avoided when possible. In some instances, curb cuts are restricted.

See Map 9 of the Market Octavia Plan Area

Policy 20.13

Create dedicated bus lanes and Bus Rapid Transit (BRT) lanes to expedite bus travel times and improve transit reliability.

On some transit oriented and transit important streets dedicated bus lanes and Bus Rapid Transit lanes should be installed to expedite transit travel times and improve transit *reliability. Analysis consistent with the City's Transit First Policy should determine the most appropriate routes for dedicated lanes.*

Policy 20.14
Engage new technologies that will emphasize and improve transit services on transit preferential streets.
Reliability and efficiency of service impact a users' decision to select transit over alternative modes of transportation. Modern technologies such as transit preferential signaling and transit tracking and notifications such as Next Bus, can increase transit reliability, efficiency and use. The City should install technologies with these objectives on transit preferential streets.

POLICY 24.5
Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", especially in neighborhoods deficient in open space.

San Francisco should make improvements to streets and alleys and widen sidewalks to enhance their role in the City's open space network. In many neighborhoods currently underserved by open space there is little opportunity to create significant new parks due to a lack of available land. In high-density areas the streets afford the greatest opportunity for new public parks and plazas. Public open space gives a neighborhood its identity, a visual focus, and a center for activity. Residents and visitors would have an opportunity to experience some of the benefits of open space if streets, alleys and sidewalks were modified. Sidewalks can be widened and landscaped to accommodate open space needs and establish or strengthen neighborhood identity. The Market and Octavia Area Plan provides a number of "living street" proposals which should be studied further.

POLICY 25.1, TABLE 5: Pedestrian Classification System

There are ~~*three*~~ *four* types of pedestrian streets: Exclusive Pedestrian, Living Street, Pedestrian-oriented Vehicular, Vehicular Thoroughfare that are manifested in a variety of conditions as outlined below.

Exclusive Pedestrian Street:
Street on which vehicles are not permitted (except for transit vehicles and bicycles).

Living Street:
A street or alley designed to enhance its role in the City's open space network and to provide a visual focus for neighborhood activity and use.

Pedestrian-oriented Vehicular Street:

Street with vehicular traffic that has significant pedestrian importance. Design treatments and measures to ensure that pedestrians movement remains a primary function should be employed.

Vehicular Street:
A Major Arterial or freeway as identified in the Master Plan. While pedestrian traffic must be accommodated on every street except a freeway, a balance between vehicle and pedestrian movement must be maintained.

POLICY 25.3
Develop design guidelines for pedestrian improvements in Neighborhood Commercial Districts, Residential Districts, *Transit-Oriented Districts,* and other pedestrian-oriented areas as indicated by the pedestrian street classification plan.

The design guidelines ensure identifiable, pedestrian-oriented treatments for important pedestrian streets and set minimum standards for the placement of pedestrian streetscape elements.

Pedestrian Enclaves
The City can also improve portions of public rights-of-way to improve neighborhood character and provide open space improvements on portions of streets by establishing "pedestrian enclaves." Pedestrian enclaves are defined by location rather than size; enclaves can utilize portions of the street and can establish broad corner bulb-outs. They should provide either restful space for pedestrians to enjoy a moment of reflection or active space such as open air weights or a dog obstacle course. In all cases, the design of the space should be mindful of adjacent activities and uses. In most cases enclaves should include benches, landscaping, and should improve the streetscape environment. A vista, garden, or streetscape view should be included to provide the user with a springboard for reflection. Examples of pedestrian enclaves include bulb outs on Noe Street north of Market Street, Octavia Square at the base of Octavia and Market, and could include programming on some major transit plazas. Pedestrian enclaves serve a very localized population.

POLICY 25.4, TABLE 6: Pedestrian Network Streets And Design Guidelines

Citywide Pedestrian Network Street
Definition:
An inter-neighborhood connection with citywide significance" includes both exclusive pedestrian and pedestrian- oriented vehicular streets, e.g. Market, California, Van Ness, 24th.

- On a large scale, the Citywide Pedestrian Network connects much of the northern part of the city.
- Includes the Bay, Ridge, and Coast trails (part of a regional system).
- Includes stairways and other exclusive pedestrian walkways.
- Used by commuters, tourists, general public, and recreaters.
- Enhances walking as a primary means of commuting. Connects major institutions with transit facilities.

Design Goals.

- Visible marker/connection throughout to tie network together.
- Pedestrian movement is a priority and should not be compromised.
- Minimize conflicts with other modes.
- Priority street for pedestrian improvements (safety, access, aesthetics, and circulation)
- Pedestrian scale and orientation for street improvements and building frontages.
- Use non-obtrusive signage or markers along regional trails (Bay, Ridge and Coast) to alert pedestrians to changes in trail direction, and integrate and make consistent with symbols, markers and signage used throughout the regional system.

Neighborhood Network Street (intra-neighborhood connection)
Definition A neighborhood commercial, residential, or transit street that serves pedestrians from the general vicinity. Some Neighborhood Network Streets may be part of the citywide network, but they are generally oriented towards neighborhood serving uses. Types include exclusive pedestrian and pedestrian-oriented vehicular streets*, and living streets.*

Section 6: The Civic Center Area Plan of the San Francisco General Plan is

herby amended to read as follows:

POLICY 1.1 Emphasize key public buildings, particularly City Hall, through visually prominent siting.

The symbolic importance of key public buildings should continue to be emphasized by maintaining them in highly visible settings. New development in or adjacent to the Civic Center should preserve the visibility and dominance of City Hall. Street views should be clear of distracting features and obstructions such as overhead utility lines, overhead pedestrian crosswalks, or buildings over a street right-of-way. *In the past, views to City Hall were obstructed by the Central Freeway.* Where an ~~existing~~ *obstruction* exists, such as the Central Freeway *in*

Hayes Valley once did, it should be removed if possible, and if not, its presence should be minimized by landscaping and/or by other appropriate screening.

Major civic plazas and open spaces can also emphasize the symbolic significance of buildings. Major open spaces such as the Civic Center Plaza and Fulton Mall should be retained and designed to facilitate ceremonial and civic events appropriate to the Civic Center.

OBJECTIVE 3:

Provide Convenient Access To And Circulation Within The Civic Center, And Support Facilities And Services.

Successful functioning of the Civic Center as a major daytime and nighttime activity center requires convenient access to and circulation within the area. *The Civic Center is linked to the city and the region by local bus and train lines, the Bay Area Rapid Transit system (BART), and bicycle lanes. Increasing residential development in neighboring areas such as Mid-Market and Market Octavia, greatly increases the number of trips to the Civic Center on foot, bicycle, or transit. Regular trips, such as those made daily by employees, and long term trips, those made for more than 6 hours during daytime peak periods, should be made without an automobile. Long-term parking is incongruous with the needs of an area rich in transit, bicycle, and pedestrian options, especially given land constraints. Parking in the Civic Center should be short term parking; if additional parking is developed it should not consume additional land area, but be limited to additions to existing short term parking facilities.*
~~*Long-term parking, particularly by employees, is a wasteful use of limited space. Access should be primarily by public transit for employee trips to the Civic Center, while public parking should be provided for short-term visitors to the Center.*~~

~~*Daily requirements of Civic Center employees, government officials and visitors should be accommodated by conveniently located support services and facilities.*~~

POLICY 3.2

~~***Locate parking facilities beyond the western periphery of the Civic Center core, with direct vehicular access to major thoroughfares.***~~ ***Allow an increase in short term parking supply when it builds on existing supply and does not consume additional land.***

Major vehicular activity should be diverted from the Civic Center core so that the formal and pedestrian character of the core is not disrupted by the speed and noise of heavy traffic. Parking facilities should be ~~*located at the western periphery of the core and related directly to major thoroughfares.*~~ *managed efficiently to improve safety and accessibility. Limit increases in parking supply to existing facilities or where least disruptive to the neighborhood character.*

- *Sufficient high-turnover spaces for short-term shopping and errand running trips should be made available through the provision of time-limited, metered parking, and pricing policies that discourage all-day parking and support turnover.*
- *Sufficient parking should be maintained for the major arts and educational institutions in the area, but these spaces should be priced at rates comparable to those in the Downtown, and these prices should be made visible to individual users. Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.*
- *Improve personal security for evening parkers through significant urban design changes and security personnel.*
- *Adjust pricing structures, including the elimination of the early-bird rate.*
- *Implement real-time information regarding parking availability in parking garages.*
- *Introduce evening valet parking at the Civic Center parking garage.*
- *Provide a parking shuttle to and from the Civic Center Garage for events at cultural institutions in the area.*

New off-street parking, if built within the core, should not be a predominant use. Rather, it should be auxiliary to another major use and for the most part should be constructed below grade.

Parking areas and car pools for governmental cars should be located within the Civic Center area to provide for the efficient utilization of these vehicles by governmental employees for official business.

Section 7: The Downtown Area Plan of the San Francisco General Plan is herby

amended to read as follows:

POLICY 18.4

Locate any new long-term parking structures in areas peripheral to downtown *only if these areas are not "transit-oriented" neighborhoods*. Any new peripheral parking structures should: be concentrated to make transit service efficient and convenient; be connected to transit shuttle service to downtown; provide preferred space and rates for van and car pool vehicles.

New parking should not be developed in adjacent transit-oriented neighborhoods, especially if they are well served by transit or will adversely effect the neighborhood character.

APPROVED AS TO FORM:

Susan Cleveland-Knowles, Deputy City Attorney

By: ________________________

Deputy City Attorney

FILE NO. ORDINANCE NO.

[Approving General Plan Amendments Related to Market & Octavia Area Plan.]

Ordinance amending the San Francisco General Plan by adding a new area plan entitled the Market & Octavia Area Plan, and approving General Plan amendments to implement the Market and Octavia Neighborhood Plan by amending the Commerce and Industry, Housing, Recreation and Open Space and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index; making environmental findings and findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

Note: Additions are *single-underline italics Times New Roman*;
deletions are ~~*strikethrough italics Times New Roman*~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

A. Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

B. On __________, the Board of Supervisors received from the Planning Department the proposed General Plan amendments including the addition of a new area Plan, the Market and Octavia Area Plan, and related General Plan amendments to the Commerce and Industry, Housing, Recreation and Open Space and Transportation Elements, the Civic Center Area Plan, Downtown Area Plan, South of Market Area Plan, and the Land Use Index which was adopted by the Planning Commission on __________ (the "Market and Octavia Area Plan Amendment").

C. Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to Act within 90 days of receipt of the proposed Market and Octavia Area Plan Amendment, then the proposed amendment shall be deemed approved.

D. San Francisco Planning Code Section 340 provides than an amendment to the General Plan may be initiated by a resolution of intention by the Planning Commission, which refers to, and incorporates by reference, the proposed General Plan amendment. Section 340 further provides that Planning Commission shall adopt the proposed General Plan amendment after a public hearing if it finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendment or any part thereof. If adopted by the Commission in whole or in part, the proposed amendment shall be presented to the Board of Supervisors, which may approve or reject the amendment by a majority vote.

E. On __________, the Planning Commission initiated amendments to the General Plan, the Market and Octavia Area Plan Amendment, at a duly noticed public hearing.

F. On __________, at a duly noticed public meeting, the Planning Commission certified the Final EIR for the proposed Market and Octavia Neighborhood Plan (the "Project") by Motion No. __________ finding the Final EIR reflected the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized and reviewed comply with the provisions of the California Environmental Quality Act ("CEQA") (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code. A copy of the Final EIR is on file with the Clerk of the Board in File No. ________________________.

G. The Project evaluated in the Final EIR includes amendments to the General Plan, Planning Code and Zoning Map related to the Project proposed by the Planning Department. The Market and Octavia Area Plan Amendment is an action proposed by the Planning Department that is within the scope of the Project evaluated in the Final EIR.

H. At the same hearing during which the Planning Commission certified the Final EIR, the Planning Commission adopted CEQA Findings with respect to the approval of the proposed Market and Octavia Area Plan Amendment in Motion __________ and adopted the Market and Octavia Area Plan Amendment in Resolution __________, finding that the public necessity, convenience and general welfare required the proposed amendments. The letter from the Planning Department transmitting the proposed Market and Octavia Area Plan Amendment to the Board of Supervisors, the Final EIR and supplemental material described above, the CEQA Findings adopted by the Planning Commission with respect to the approval of the Market and Octavia Area Plan Amendment, including a mitigation monitoring and reporting program and a statement of overriding considerations, the Market and Octavia Area Plan Amendment and the Resolution approving the Market and Octavia Area Plan Amendment are on file with the Clerk of the Board in File No.______________________________. These and any and all other documents referenced in this Ordinance have been made available to, and have been reviewed by, the Board of Supervisors, and may be found in either the files of the City Planning Department, as the custodian of records, at 1660 Mission Street in San Francisco, or in File No. ____________________________ with the Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco and incorporated herein by reference.

I. The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings adopted by the Planning Commission in support of the approval of the Market and Octavia Area Plan Amendment, including the mitigation monitoring and reporting program and the statement of overriding considerations, and hereby adopts as its own and incorporates the CEQA Findings contained in Planning Commission Motion 17201 by reference as though such findings were fully set forth in this Ordinance.

J. The Board of Supervisors endorses the implementation of the mitigation measures identified in the Planning Commission's CEQA Findings for implementation by other City Departments and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings, including the mitigation monitoring and reporting program contained in the referenced CEQA Findings.

K. The Board of Supervisors finds that no substantial changes have occurred in the Project proposed for approval under this Ordinance that will require revisions in the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the Project proposed for approval under the Ordinance are undertaken which will require major revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR and no new information of substantial importance to the Project as proposed for approval in the Ordinance has become available which indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible which would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

M. The Board of Supervisors finds, pursuant to Planning Code Section 340, that the Market and Octavia Area Plan Amendment set forth in the documents on file with the Clerk of the Board in File No. ____________________ will serve the public necessity, convenience and general welfare for the reasons set forth in Planning Commission Resolution No. __________ and incorporates those reasons herein by reference.

N. The Board of Supervisors finds that the Market and Octavia Area Plan Amendment as set forth in the documents on file with the Clerk of the Board in File No. ______________________, are in conformity with the General Plan, as it is amended by this Ordinance, and the eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. __________. The Board hereby adopts the findings set forth in Planning Commission Resolution No. __________ and incorporates those findings herein by reference.

Section 2. The Board of Supervisors hereby approves the proposed Market and Octavia Area Plan Amendment, an amendment to the General Plan as recommended to the Board of Supervisors by the Planning Commission on __________, and referred to above.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: ____________________
Susan Cleveland-Knowles
Deputy City Attorney

GP Amendments – Attachment to General Plan Ordinance

Exhibit M-3 Proposed Amendments to the General Plan

Exhibit M-3.1 Market And Octavia Area Plan

This entire section is new. Proposed new text in this section is not underlined.

Exhibit M-3.2 Amendments to the General Plan

Section 3: The Commerce and Industry Element of the San Francisco General Plan is herby amended to read as follows:

POLICY 6.6 Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

The application of other policies under this "neighborhood commercial" objective results in land use distribution patterns shown on the Generalized Neighborhood Commercial Land Use and Density Plan as shown on the accompanying map. Neighborhood Commercial zoning districts should conform to the map, although minor variations consistent with the policies may be appropriate. The Generalized Neighborhood Commercial Land Use and Density Plan provides for the following categories of neighborhood commercial districts:

Neighborhood Commercial Clusters

These districts provide a limited range of convenience retail goods and services to residents in the immediate neighborhood typically during daytime hours. In general, these districts should be limited to no more than one or two blocks of continuous retail frontage. Some districts may extend for several blocks with small stores, sometimes interspersed among housing. Generally, commercial uses should be limited to the ground floor and the upper stories should be residential. These districts are intended to be located in neighborhoods which do not have the need for or capacity to handle larger-scale commercial activities.

Small-Scale Neighborhood Commercial Districts

These districts provide convenience goods and services to the local neighborhood as well as limited comparison shopping to a wider market area. The size of these districts may vary from one to three blocks to several blocks in length. Commercial building intensity should be limited to the first two stories with residential development occasionally interspersed. Upper stories should be reserved for residential use. These districts are typically linear and should be located along collector and arterial streets which have transit routes.

Moderate-Scale Neighborhood Commercial Districts

These districts provide a wide range of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to local residents. These districts can be quite large in size and scale and may include up to four stories of commercial development, although most districts have less. They may include residential units on the upper stories. Due to the moderately-large scale and levels of activity, these districts should be located along heavily-trafficked thoroughfares which also serve as major transit routes.

Neighborhood Commercial Shopping Centers

These districts provide retail goods and services for car-oriented shoppers. Typically, the district contains mostly one-story and a few two-story buildings with a substantial amount of off-street parking. Except for the largest NC-S districts, goods and services can range from groceries to a full range of merchandise. Residential uses are permitted but are uncommon. Because these districts provide an alternative building format with more parking opportunities than the traditional liner shopping districts, they should be located where their design is compatible with existing neighborhood scale and where they compatibly supplement other traditional commercial districts in serving new or low-density areas.

Individual Neighborhood Commercial Districts

These districts generally are small- or moderate-scale commercial districts undergoing rapid economic change, or potentially subject to intense development pressure. In most districts, separate zoning controls specific to each district's particular needs and characteristics are needed to deal with the economic growth and land use changes which each area is experiencing. In some districts, eating and drinking uses have proliferated, displacing other types of retail goods and services needed by the neighborhood. Financial institutions, such as banks and savings and loan associations, have multiplied in certain districts, displacing other types of businesses, tending to concentrate and create nodes of congestion, and sometimes detracting from the visual and design character of the district. In many individual districts, special controls are necessary to protect existing housing from conversion to commercial use and encourage the development of new housing. Certain other districts in mature, low-density residential areas may require special controls to protect the existing scale and character of development and to prevent undue congestion.

Neighborhood Commercial Transit Districts

These districts serve high volumes of transit, pedestrian, and bicycle traffic, and therefore are oriented towards the pedestrian realm. These districts generally restrict automobile oriented services. They can be large or small in scale, but always accommodate ample housing. To maintain the mixed-use character of the district, most commercial uses are permitted on the ground floor and lower levels and housing is strongly encouraged at upper levels. The focus of service and retail uses are neighborhood serving, however transit districts generally offer comparison shopping for surrounding neighborhoods and may also offer niche or specialty shops and services. Individual districts often have specific zoning controls and design principles which detail specific preferences that acknowledge the existing context.

GUIDELINES FOR SPECIFIC USES, Auto-Oriented Facilities

Most uses have the potential to be auto-oriented, depending on the extent to which patrons, employees, and other visitors arrive by automobile. In general, however, the uses which tend to be the most auto-oriented are those which:

- Serve automobiles directly, such as gas or service stations, auto repair garages, or automobile washes;
- Serve customers while in their cars, such as drive-through windows for banking, food service or film processing;
- Provide convenience goods and services such as fast food restaurants or take-out food, convenience grocery stores, financial services (with ~~or~~ ~~*without automated*~~ *drive-up* teller services ~~*machines), or post offices*~~;
- Sell bulky items or items purchased in volume such as furniture or appliance stores, supermarkets, and large discount stores; and
- Operate at times or for purposes ~~*for which*~~ *in such a manner that* most customers view alternate modes of transportation as impractical ~~*inconvenient, such as dinner restaurants, 24-hour stores, evening entertainment uses, and hospitals*~~.

Any use exhibiting some or all of these characteristics should be carefully evaluated for its potential impact on the transportation systems serving it (See Policy 9 for guidelines on parking demand analysis). Uses which are expected to generate significant adverse impacts on the transportation systems serving them should not be permitted.

Non-thoroughfare transit-preferential streets, collector, local and recreational streets which are located in residential areas, as designated in the Transportation Element of the Master Plan, are not considered appropriate for auto-oriented facilities. Certain major and secondary thoroughfares are appropriate for auto-oriented or drive-up facilities.

Such uses which exhibit these characteristics should not be located in areas where large numbers of children are present, in order to avoid pedestrian-vehicular conflicts. Typically, the use should not be within 500-foot walking distance of an elementary or secondary school.

Section 4. The Recreation and Open Space Element of the San Francisco

General Plan is herby amended to read as follows:

Objective 4: Provide Opportunities For Recreation And The Enjoyment Of Open Space In Every San Francisco Neighborhood.

Every neighborhood should be served by adequate public open space and recreation facilities. Neighborhood parks and recreation facilities are essential; many people are unable to use citywide facilities if they are not located nearby. This is especially important for the very young and for the elderly whose mobility is limited.

High land costs and a shortage of vacant sites restrict opportunities to provide new open space in many neighborhoods. For this reason, it is important that the city maximize use of existing facilities. Making the best use of parks and recreation areas can help offset the limited opportunities to create new ones and can bring the most immediate improvement in services to San Francisco neighborhoods.

This section has general policies for neighborhood open space and recreation. More detailed plans for neighborhood open spaces are included in Special Area Plans which have, or will be adopted as part of the General Plan. The general policies in this Element are applied in the preparation of the Special Area Plans, and more specific in this Element are applied in the preparation of the Special Area Plans, and more specific recreation and open space proposals are developed. The more specific proposals may be found in the following plans: Western Shoreline, Central Waterfront, Northeastern Waterfront, Chinatown, The Downtown, Rincon Hill, *Market Octavia*, and South Bayshore.

Section 5: The Transportation Element of the San Francisco General Plan is

herby amended to read as follows:

Policy 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.

Land use controls that will lead to a sustainable mode split, and reduced congestion could include:

- *Establishing parking caps for residential and commercial uses*
- *Encouraging increased bicycle use by providing bicycle parking and related facilities, including showers and lockers at employment centers*
- *Requiring secure bicycle parking in new multifamily housing developments*

TABLE 1: CLASSIFICATION OF ELEMENTS IN VEHICLE CIRCULATION PLAN

Freeways

Limited access, very high capacity facilities; primary function is to carry intercity traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections in the city.

Major Arterials

Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

Transit Conflict Streets

Streets with a primary transit function which are not classified as major arterials but experience significant conflicts with automobile traffic.

Secondary Arterials

Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.

Recreational Street

A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area. There should be adequate parking outside of natural areas.

Collector Streets

Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials. To be identified in area plans.

Local Streets

All other streets intended for access to abutting residential and other land uses, rather than for through traffic; generally of lowest capacity.

Living Streets

"Living streets" can include streets, alleys and other public rights-of-way. They serve as both an open space resource for residents and visitors as well as a thoroughfare for local traffic. Physical improvements to living streets should include traffic calming measures and consistent tree plantings to create a residential oriented open space amenity that co-exists with limited vehicular traffic. Living streets primarily serve pedestrians and bicyclists, but should also accommodate local automobile traffic and parking. On living streets, pedestrians take precedent over automobile traffic; programming may include pedestrian enclaves (see discussion following Policy 25.3).

Congestion Management (CMP) Network

The network of freeways, state highways and major arterials established in accordance with state Congestion F Management legislation. Transit Conflict Streets are included in this network as well.

Metropolitan Transportation System (MTS) Streets, Highways and Freight Network

A regional network for San Francisco of freeways, major and secondary arterials, transit conflict and recreational streets meeting nine criteria developed by the Metropolitan Transportation Commission as part of the Regional Transportation Plan. The criteria identify facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function. Due to the specific nature of the criteria, the MTS street and highway network is generally consistent with, but not identical to, the CMP network.

Relationship Between Function and Physical Design

No rigid design standards can be established on the basis of the functional categories established above, although higher capacities will generally be associated with freeways and major arterials. Capacities must be determined on the basis of the level of traffic demand, the space available for traffic and the nature of the surrounding environment.

TABLE 2: DESIGN GUIDELINES FOR STREETS

Major and Secondary Arterials

Where residential uses abut on major and secondary arterials, they should be screened visually and physically wherever possible.

A consistent pattern of trees at regular intervals should be used to identify major streets.

Medians should be landscaped with attention given not to diminish the safety and sightlines of traffic, especially at intersections.

Extensive buffers should be used to separate busy arterials from active pedestrian areas.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

The brightness (apparent illumination) of street lighting should be greater than on residential streets and the color or hue different from that on residential streets.

Destination information should be concentrated on major streets with signs used to route traffic on the major streets system.

Local Residential Streets

Excessive traffic speeds and volumes should be restricted and discouraged by **every means possible.**

Where possible, vehicular access directly to and from local streets should be from other than major arterials, e.g., via a secondary arterial or collector street.

When alternate access is possible, residences should not access to major arterials.

Local streets, other than collectors, should be primarily for access to residences and to serve for emergency vehicles; pedestrian-dominant streets with the maximum feasible amount of street space devoted to environmental amenities desired and needed by the residents.

Residential streets should be well-lighted without being excessively bright.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

Intersections

All intersections should accommodate safe pedestrian crossings. Accommodations may include bulb-outs to shorten the distance that pedestrians must cross; pedestrian refugees in the middle of major arterials such as Market Street, for pedestrians to rest safely if they do not cross within one light cycle; and preferential or on-demand signaling for intersections with low pedestrian volumes. Every street intersection should accommodate pedestrian crossings safely; intersections that sacrifice pedestrians crossing opportunities to better accommodate automobile traffic should be re-designed.

Street width, traffic controls, destination and route information and illumination should be maximized at the intersection of two major arterials.

Two intersecting residential streets should have minimal roadway width, wide sidewalks and no change in illumination from that on the streets themselves.

Intersections of residential streets and major arterials that are not transit corridors should be minimized; where they must intersect, cross and left-turn movements should be limited by curb alignments or medians.

TABLE 3: GUIDE TO THE VEHICLE CIRCULATION PLAN

NOTE: This section refers to the **Vehicle Circulation Plan** map. Except where indicated no increase in the vehicular capacity of any thoroughfare is intended.

Bernal Heights Boulevard

This boulevard should function as a recreational street, with emphasis on pedestrian and bicycle use and with minimal auto capacity.

Central Freeway

Alternatives to retrofitting the portion north of Mission Street should address and resolve the urban design, street livability (especially Oak, Fell and Laguna) and environmental problems created by the existing viaduct.

Areas directly beneath the Central Freeway should be activated to minimize the division between neighborhoods, and barriers for pedestrians. Activation of these spaces could be achieved through the development of commercial facilities, recreation spaces or other pedestrian traffic generating uses.

A comprehensive study of benefits and impacts of removal of the Central Freeway south of Market Street should be conducted. This study should include analysis of the impacts and benefits on surrounding neighborhood livability, local and regional transportation, especially Muni and regional transit services, and economic impacts.

Cross-Over Drive

There should be no connection with John F. Kennedy Drive. The Drive should be redesigned to minimize its intrusion in the Park, with a capacity similar to Park-Presidio Boulevard, and should be carefully aligned to avoid tree removal.

Doyle Drive

This road should be improved for greater safety and minimal conflict with the recreational and scenic values of the Presidio; design capacity should be no greater than three lanes in each direction.

The Embarcadero

The roadway between Mission Bay and North Point Streets is being reconstructed as an attractive landscaped roadway having at least two moving lanes in each direction, an exclusive transit right-of-way, bicycle lanes and separated access and loading areas at piers in maritime use.

Frederick Street

If Kezar Drive is reconfigured, this street would no longer be required for truck traffic and should be changed to a local street function.

Geary Boulevard

To the extent possible most east-west travel in the Western Addition and Inner Richmond should be channeled onto this street to divert traffic from nearby residential streets. Employing TSM measures at key intersections and improved left-turn connections are desirable.

Gough Street

This street should not be widened or made unidirectional north of Pine Street. *Transportation improvements on this street should be conscious of increased transit and pedestrian activity where the Hayes Gough Neighborhood Commercial Transit district crosses Gough Street.*

Great Highway

The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles and safe pedestrian crossings.

Guerrero Street

Although Guerrero, Valencia and South Van Ness serve as major and secondary arterials at the present, the improvement of transit service should be accompanied by steps to reduce through traffic and make these streets more compatible with residential uses.

Harney Way

Proposed to serve Candlestick Park, Hunter's Point and new freight, commercial and recreational development. Refer to South Bayshore and Hunter's Point Naval Shipyard Conversion Plan.

John F. Kennedy Drive

Through, non-park automobile traffic on this recreational drive should be eliminated.

Kezar Drive

This road should be reconfigured to restore the corner of the park to full recreational use; design capacity no greater than that of the Fell and Oak couple.

Market Street

~~This street should be no more than four through traffic lanes between Octavia and Castro Streets.~~ Market Street should be honored and protected as San Francisco's visual and functional spine. The City should engage in a comprehensive redesign of Market Street from the Embarcadero to Castro Street. Improvements to Market Street should emphasize its importance for pedestrians, cyclists, and transit.

Nineteenth Avenue

This heavily trafficked street should be landscaped as a parkway with the same capacity. Simultaneous measures should be taken to maintain the low levels of through traffic on parallel streets.

OShaughnessy Boulevard

Functionally, this route must provide for crosstown movements; in design, it should remain a scenic-recreational drive, not intended for heavy traffic.

Pine Street-Bush Street

As transit service in the corridor is improved, priority should be given to calming traffic and landscaping along these residential streets west of Van Ness Avenue.

Valencia Street

This street should act as a neighborhood collector street as well as a principal bicycle arterial.

POLICY 20.2
Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

Limiting curbcuts allows traffic, specifically transit vehicles, to proceed more efficiently. New curb cuts for access to private property should be avoided when possible. In some instances, curb cuts are restricted.

See Map 9 of the Market Octavia Plan Area

Policy 20.13
Create dedicated bus lanes and Bus Rapid Transit (BRT) lanes to expedite bus travel times and improve transit reliability.

On some transit oriented and transit important streets dedicated bus lanes and Bus Rapid Transit lanes should be installed to expedite transit travel times and improve transit *reliability. Analysis consistent with the City's Transit First Policy should determine the most appropriate routes for dedicated lanes.*

Policy 20.14

Engage new technologies that will emphasize and improve transit services on transit preferential streets.

Reliability and efficiency of service impact a users' decision to select transit over alternative modes of transportation. Modern technologies such as transit preferential signaling and transit tracking and notifications such as Next Bus, can increase transit reliability, efficiency and use. The City should install technologies with these objectives on transit preferential streets.

POLICY 24.5

Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", especially in neighborhoods deficient in open space.

San Francisco should make improvements to streets and alleys and widen sidewalks to enhance their role in the City's open space network. In many neighborhoods currently underserved by open space there is little opportunity to create significant new parks due to a lack of available land. In high-density areas the streets afford the greatest opportunity for new public parks and plazas. Public open space gives a neighborhood its identity, a visual focus, and a center for activity. Residents and visitors would have an opportunity to experience some of the benefits of open space if streets, alleys and sidewalks were modified. Sidewalks can be widened and landscaped to accommodate open space needs and establish or strengthen neighborhood identity. The Market and Octavia Area Plan provides a number of "living street" proposals which should be studied further.

POLICY 25.1, TABLE 5: Pedestrian Classification System

There are ~~*three*~~ *four* types of pedestrian streets: Exclusive Pedestrian, Living Street, Pedestrian-oriented Vehicular, Vehicular Thoroughfare that are manifested in a variety of conditions as outlined below.

Exclusive Pedestrian Street:
Street on which vehicles are not permitted (except for transit vehicles and bicycles).

Living Street:
A street or alley designed to enhance its role in the City's open space network and to provide a visual focus for neighborhood activity and use.

Pedestrian-oriented Vehicular Street:

Street with vehicular traffic that has significant pedestrian importance. Design treatments and measures to ensure that pedestrians movement remains a primary function should be employed.

Vehicular Street:
A Major Arterial or freeway as identified in the Master Plan. While pedestrian traffic must be accommodated on every street except a freeway, a balance between vehicle and pedestrian movement must be maintained.

POLICY 25.3

Develop design guidelines for pedestrian improvements in Neighborhood Commercial Districts, Residential Districts, *Transit-Oriented Districts,* and other pedestrian-oriented areas as indicated by the pedestrian street classification plan.

The design guidelines ensure identifiable, pedestrian-oriented treatments for important pedestrian streets and set minimum standards for the placement of pedestrian streetscape elements.

Pedestrian Enclaves
The City can also improve portions of public rights-of-way to improve neighborhood character and provide open space improvements on portions of streets by establishing "pedestrian enclaves." Pedestrian enclaves are defined by location rather than size; enclaves can utilize portions of the street and can establish broad corner bulb-outs. They should provide either restful space for pedestrians to enjoy a moment of reflection or active space such as open air weights or a dog obstacle course. In all cases, the design of the space should be mindful of adjacent activities and uses. In most cases enclaves should include benches, landscaping, and should improve the streetscape environment. A vista, garden, or streetscape view should be included to provide the user with a springboard for reflection. Examples of pedestrian enclaves include bulb outs on Noe Street north of Market Street, Octavia Square at the base of Octavia and Market, and could include programming on some major transit plazas. Pedestrian enclaves serve a very localized population.

POLICY 25.4, TABLE 6: Pedestrian Network Streets And Design Guidelines

Citywide Pedestrian Network Street
Definition:
An inter-neighborhood connection with citywide significance" includes both exclusive pedestrian and pedestrian- oriented vehicular streets, e.g. Market, California, Van Ness, 24th.

- On a large scale, the Citywide Pedestrian Network connects much of the northern part of the city.
- Includes the Bay, Ridge, and Coast trails (part of a regional system).
- Includes stairways and other exclusive pedestrian walkways.
- Used by commuters, tourists, general public, and recreaters.
- Enhances walking as a primary means of commuting. Connects major institutions with transit facilities.

Design Goals.

- Visible marker/connection throughout to tie network together.
- Pedestrian movement is a priority and should not be compromised.
- Minimize conflicts with other modes.
- Priority street for pedestrian improvements (safety, access, aesthetics, and circulation)
- Pedestrian scale and orientation for street improvements and building frontages.
- Use non-obtrusive signage or markers along regional trails (Bay, Ridge and Coast) to alert pedestrians to changes in trail direction, and integrate and make consistent with symbols, markers and signage used throughout the regional system.

Neighborhood Network Street (intra-neighborhood connection)
Definition A neighborhood commercial, residential, or transit street that serves pedestrians from the general vicinity. Some Neighborhood Network Streets may be part of the citywide network, but they are generally oriented towards neighborhood serving uses. Types include exclusive pedestrian and pedestrian-oriented vehicular streets*, and living streets.*

Section 6: The Civic Center Area Plan of the San Francisco General Plan is

herby amended to read as follows:

POLICY 1.1 Emphasize key public buildings, particularly City Hall, through visually prominent siting.

The symbolic importance of key public buildings should continue to be emphasized by maintaining them in highly visible settings. New development in or adjacent to the Civic Center should preserve the visibility and dominance of City Hall. Street views should be clear of distracting features and obstructions such as overhead utility lines, overhead pedestrian crosswalks, or buildings over a street right-of-way. *In the past, views to City Hall were obstructed by the Central Freeway.* Where an ~~existing~~ *obstruction* exists, such as the Central Freeway *in*

Hayes Valley once did, it should be removed if possible, and if not, its presence should be minimized by landscaping and/or by other appropriate screening.

Major civic plazas and open spaces can also emphasize the symbolic significance of buildings. Major open spaces such as the Civic Center Plaza and Fulton Mall should be retained and designed to facilitate ceremonial and civic events appropriate to the Civic Center.

OBJECTIVE 3:

Provide Convenient Access To And Circulation Within The Civic Center, And Support Facilities And Services.

Successful functioning of the Civic Center as a major daytime and nighttime activity center requires convenient access to and circulation within the area. *The Civic Center is linked to the city and the region by local bus and train lines, the Bay Area Rapid Transit system (BART), and bicycle lanes. Increasing residential development in neighboring areas such as Mid-Market and Market Octavia, greatly increases the number of trips to the Civic Center on foot, bicycle, or transit. Regular trips, such as those made daily by employees, and long term trips, those made for more than 6 hours during daytime peak periods, should be made without an automobile. Long-term parking is incongruous with the needs of an area rich in transit, bicycle, and pedestrian options, especially given land constraints. Parking in the Civic Center should be short term parking; if additional parking is developed it should not consume additional land area, but be limited to additions to existing short term parking facilities.*
~~*Long-term parking, particularly by employees, is a wasteful use of limited space. Access should be primarily by public transit for employee trips to the Civic Center, while public parking should be provided for short-term visitors to the Center.*~~

~~*Daily requirements of Civic Center employees, government officials and visitors should be accommodated by conveniently located support services and facilities.*~~

POLICY 3.2

~~***Locate parking facilities beyond the western periphery of the Civic Center core, with direct vehicular access to major thoroughfares.***~~ ***Allow an increase in short term parking supply when it builds on existing supply and does not consume additional land.***

Major vehicular activity should be diverted from the Civic Center core so that the formal and pedestrian character of the core is not disrupted by the speed and noise of heavy traffic. Parking facilities should be ~~*located at the western periphery of the core and related directly to major thoroughfares.*~~ *managed efficiently to improve safety and accessibility. Limit increases in parking supply to existing facilities or where least disruptive to the neighborhood character.*

- *Sufficient high-turnover spaces for short-term shopping and errand running trips should be made available through the provision of time-limited, metered parking, and pricing policies that discourage all-day parking and support turnover.*
- *Sufficient parking should be maintained for the major arts and educational institutions in the area, but these spaces should be priced at rates comparable to those in the Downtown, and these prices should be made visible to individual users. Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.*
- *Improve personal security for evening parkers through significant urban design changes and security personnel.*
- *Adjust pricing structures, including the elimination of the early-bird rate.*
- *Implement real-time information regarding parking availability in parking garages.*
- *Introduce evening valet parking at the Civic Center parking garage.*
- *Provide a parking shuttle to and from the Civic Center Garage for events at cultural institutions in the area.*

New off-street parking, if built within the core, should not be a predominant use. Rather, it should be auxiliary to another major use and for the most part should be constructed below grade.

Parking areas and car pools for governmental cars should be located within the Civic Center area to provide for the efficient utilization of these vehicles by governmental employees for official business.

Section 7: The Downtown Area Plan of the San Francisco General Plan is herby

amended to read as follows:

POLICY 18.4

Locate any new long-term parking structures in areas peripheral to downtown ***only if these areas are not "transit-oriented" neighborhoods*****. Any new peripheral parking structures should: be concentrated to make transit service efficient and convenient; be connected to transit shuttle service to downtown; provide preferred space and rates for van and car pool vehicles.**

New parking should not be developed in adjacent transit-oriented neighborhoods, especially if they are well served by transit or will adversely effect the neighborhood character.

GP Amendments – Attachment to General Plan Ordinance

APPROVED AS TO FORM:
Susan Cleveland-Knowles, Deputy City Attorney

By: ________________________
Deputy City Attorney

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